

# **COLUMBUS-PHENIX CITY TRANSPORTATION IMPROVEMENT PROGRAM**

**FY 2018 - 2021**



**Prepared by**

**Columbus-Phenix City Metropolitan Planning Organization (CPCMPO)**

**October 24, 2017**

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**COLUMBUS-PHENIX CITY  
METROPOLITAN PLANNING ORGANIZATION (MPO)**

**FY 2018 – 2021  
TRANSPORTATION IMPROVEMENT PROGRAM**

This document is posted at <http://www.columbusga.org/Planning>

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Date adopted: October 24, 2017

This report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, the Alabama Department of Transportation, the Georgia Department of Transportation, and local participating governments, in partial fulfillment of Task 4.4 of the UPWP and as required by amended Title 23 USC 134 (FAST Act Sec. 6001 December 2015). The contents of this document do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

The Columbus-Phenix City MPO complies with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 200d et seq.), which states that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act of 1990 (disability).

**RESOLUTION**

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
POLICY COMMITTEE  
ENDORSEMENT OF THE FISCAL YEAR 2018-2021  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS:** the Fixing America's Surface Transportation Act (FAST Act) requires the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update annually the Transportation Improvement Program (TIP); and

**WHEREAS:** the Columbus-Phenix City Transportation Study (C-PCTS) has been designated by the Governors of Georgia and Alabama as the Metropolitan Planning Organization for the Columbus-Phenix City Metropolitan area; and

**WHEREAS:** the TIP is consistent with all plans, goals, and objectives of the C-PCTS, and shall be updated annually with revisions to reflect changes in program emphasis and funding availability; and

**WHEREAS:** the C-PCTS has made efforts to obtain the participation of public and private transit operations in the development and implementation of transit – related projects in the TIP; and

**WHEREAS:** the urban transportation planning regulations require that the TIP be a product of a planning process certified in conformance with all applicable requirements of law and regulation; and

**WHEREAS:** the Columbus-Phenix City Transportation Study, the Georgia Department of Transportation, the Alabama Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration have reviewed the organization and activities of the planning process and found them to be in conformance with the requirements of the law and regulations; and

**NOW, THEREFORE, BE IT RESOLVED** that the Columbus-Phenix City Transportation Study Policy Committee finds that the requirements of Title 23 USC 134 and 23 CFR 450 regarding urban transportation planning have been met and authorizes its chairman to execute a joint certification of this fact with the Georgia Department of Transportation, the Alabama Department of Transportation, the Federal Transit Administration, and the Federal Highway Administration.



Mayor Teresa Pike Tomlinson, Chairman, Policy Committee  
Columbus-Phenix City Transportation Study

October 24, 2017

Date

Attest



Rick Jones, MPO/Planning Director



# **Columbus-Phenix City Transportation Study Metropolitan Planning Organization Transportation Improvement Program System Performance Report**

## **Background**

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).<sup>1</sup> This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Columbus-Phenix City Transportation Study MPO Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was adopted on October 24, 2017. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Columbus-Phenix City Transportation Study MPO's FY 2018-2021 TIP is included, herein,

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<sup>1</sup> 23 CFR 450.314

for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, and Freight.

## Highway Safety/PM1

Effective April 14, 2016, the FHWA established the highway safety performance measures<sup>2</sup> to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided annually by the States to FHWA for each safety performance measure. Current statewide safety targets address calendar year 2019 and are based on an anticipated five-year rolling average (2015-2019). Georgia statewide safety performance targets for 2019 are included in Table 1, along with statewide safety performance for the two most recent reporting periods<sup>3</sup>. The Columbus-Phenix City Transportation Study MPO adopted/approved the Georgia statewide safety performance targets on January 15, 2019.

The latest safety conditions will be updated annually on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

**Table 1. Highway Safety/PM1, System Conditions and Performance**

| <b>Performance Measures</b>  | <b>Georgia Statewide Performance<br/>(Five-Year Rolling Average 2012-2016)</b> | <b>Georgia Statewide Performance<br/>(Five-Year Rolling Average 2013-2017)</b> | <b>2019 Georgia Statewide Performance Target<br/>(Five-Year Rolling Average 2015-2019)</b> |
|--|--|--|--|
| Number of Fatalities   | 1,305.2  | 1376.6   | 1,655.0  |
| Rate of Fatalities per 100 Million Vehicle Miles Traveled                      | 1.148  | 1.172  | 1.310  |
| Number of Serious Injuries   | 17,404.6   | 23,126.8   | 24,324.0   |
| Rate of Serious Injuries per 100 Million Vehicle Miles Traveled                | 15.348   | 19.756   | 18.900   |
| Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries | 1,138.0  | 978.4  | 1,126.0  |

The Columbus-Phenix City Transportation Study MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional

<sup>2</sup> 23 CFR Part 490, Subpart B

<sup>3</sup> [https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)

performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current 2040 Georgia Statewide Transportation Plan (SWTP), and the current Columbus-Phenix City Transportation Study 2040 Metropolitan Transportation Plan (MTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provide for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Columbus-Phenix City Transportation Study (MPO) 2040 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The RTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards approved highway safety targets, the FY 2018-2021 TIP includes a number of key safety investments. A total of \$10,234,701.00 has been programmed in the FY 2018-2021 TIP to improve highway safety; averaging approximately \$4,123,823.75 per year.

## **Pavement and Bridge Condition/PM2**

Effective May 20, 2017, FHWA established performance measures to assess pavement condition<sup>4</sup> and bridge condition<sup>5</sup> for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

### **Pavement Condition Measures**

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

### **Bridge Condition Measures**

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

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<sup>4</sup> 23 CFR Part 490, Subpart C

<sup>5</sup> 23 CFR Part 490, Subpart D

## Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and runs through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025, with additional performance periods following every four years.

The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets represent expected pavement and bridge condition at the end of calendar year 2019, while the current four-year targets represent expected condition at the end of calendar year 2021.

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs establish four-year targets for each measure by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on May 16, 2018. The Columbus-Phenix City Transportation Study MPO adopted/approved the Georgia statewide PM2 targets on June 19, 2018. Table 5 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2020, GDOT will provide FHWA a detailed report of pavement and bridge condition performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the Columbus-Phenix City Transportation Study MPO will have the opportunity at that time to revisit the four-year PM2 targets.

**Table 5. Pavement and Bridge Condition/PM2 Performance and Targets**

| <b>Performance Measures</b>                               | <b>Georgia Performance (Baseline)</b> | <b>Georgia 2-year Target (2019)</b> | <b>Georgia 4-year Target (2021)</b> |
|---|---------------------------------------|-------------------------------------|-------------------------------------|
| Percent of Interstate pavements in good condition         | 60%                                   | N/A                                 | ≥50%                                |
| Percent of Interstate pavements in poor condition         | 4%                                    | N/A                                 | ≤5%                                 |
| Percent of non-Interstate NHS pavements in good condition | 44%                                   | ≥40%                                | ≥40%                                |
| Percent of non-Interstate NHS pavements in poor condition | 10%                                   | ≤12%                                | ≤12%                                |
| Percent of NHS bridges (by deck area) in good condition   | 49.1%                                 | ≥60%                                | ≥60%                                |
| Percent of NHS bridges (by deck area) in poor condition   | 1.35%                                 | ≤10%                                | ≤10%                                |

The Columbus-Phenix City Transportation Study MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018-2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the Columbus-Phenix City Transportation Study (MPO) 2040 Metropolitan Transportation Plan (MTP).

- MAP-21 requires GDOT to develop a TAMP for all NHS pavements and bridges within the state. GDOT's TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets.
- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Columbus-Phenix City Transportation Study (MPO) 2040 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements.

To support progress towards GDOT's statewide PM2 targets, the FY 2018-2021 TIP includes a number of investments that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, new bridge and pavement capacity, and system resiliency projects that improve NHS bridge components (e.g., upgrading culverts).

A total of \$7,615,776 for bridges has been programmed in the FY 2018-2021 TIP to improve conditions; averaging approximately \$1,903,944. A total of \$882,645,530 for NHS maintenance for pavement statewide; averaging approximately \$220,631,383 per year.



## **System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program (PM3)**

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System<sup>6</sup>, freight movement on the Interstate system<sup>7</sup>, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program<sup>8</sup>. This third FHWA performance measure rule (PM3) established six performance measures, described below.

### *National Highway System Performance:*

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

### *Freight Movement on the Interstate:*

3. Truck Travel Time Reliability Index (TTTR);

### *Congestion Mitigation and Air Quality Improvement (CMAQ) Program:*

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Columbus-Phenix City Transportation Study MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

### System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods has a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person

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<sup>6</sup> 23 CFR Part 490, Subpart E

<sup>7</sup> 23 CFR Part 490, Subpart F

<sup>8</sup> 23 CFR Part 490, Subparts G and H

miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

### Freight Movement Performance Measure

The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

### PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. GDOT reported baseline PM3 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively.

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and
- CMAQ Emission Reductions – two-year and four-year targets.

MPOs establish four-year targets for the System Performance and Freight Movement. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established statewide PM3 targets on May 16, 2018. The Columbus-Phenix City Transportation Study (MPO) adopted/approved the Georgia statewide PM3 targets on June 19, 2018. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

On or before October 1, 2020, GDOT will provide FHWA a detailed report of PM3 performance covering the period of January 1, 2018, to December 31, 2019. GDOT and the Columbus-Phenix City Transportation Study (MPO) will have the opportunity at that time to revisit the four-year PM3 targets.

The Columbus-Phenix City Transportation Study (MPO) recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2018 - 2021 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, the current 2040 Georgia Statewide Transportation Plan (SWTP), and the Columbus-Phenix City Transportation Study (MPO) 2040 Metropolitan Transportation Plan (MTP).

- GDOT's Statewide Freight and Logistics Action Plan defines the conditions and performance of the state freight system and identifies the policies and investments that will enhance Georgia's highway freight mobility well into the future. The Plan identifies freight needs and the criteria Georgia will use to determine investments in freight, and prioritizes freight investments across modes.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon. Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Columbus-Phenix City Transportation Study (MPO) 2040 MTP addresses reliability, freight movement, congestion, [and emissions], identifies needs for each of these issues within the metropolitan planning area, and allocates funding for targeted improvements. The Columbus-Phenix City Transportation Study (MPO) is in the process of reviewing RFP's to hire a consultant to perform a corridor study on the J.R. Allen Parkway / US 80 Highway. This study will address freight movement, congestion and reliability. The study can be located in the 2019/2020 Unified Planning Work Program (UPWP).

To support progress towards GDOT's statewide PM3 targets, the FY 2018-2021 TIP devotes a significant amount of resources to projects that will address passenger and highway freight reliability and delay, [reduce SOV travel, and reduce emissions].

A total of \$0 has been programmed in the FY 2018-2021 TIP to address system performance; averaging approximately \$0 per year.

A total of \$0 has been programmed in the FY 2018-2021 TIP to address truck travel time reliability; averaging approximately \$0 per year.

## **TRANSPORTATION PLANNING COMMITTEES**

### **POLICY COMMITTEE**

**VOTING:** Mayor Teresa Tomlinson, Columbus – Chair  
Mayor Eddie Lowe, Phenix City – Vice-Chair  
Suzanne Burnette, Lee Russell Council of Governments – PEX  
Gerald Douglas, Chairman, Cusseta-Chattahoochee County Commission  
Bill English, Chairman, Lee County Commission  
Rosa Evans, Director of METRA, Columbus  
Steve Graben, Southeast Regional Engineer, Alabama DOT  
Wanda Jenkins, Chairman, Citizens Advisory Committee  
Rick Jones, Director of Planning, Columbus  
Peggy Martin, Chairman, Russell County Commission  
Russell McMurry, Commissioner, Georgia DOT  
Sam Wellborn, Georgia State Transportation Board

**ADVISORY:** Rodney Barry, Division Administrator, FHWA, Georgia  
Mark D. Bartlett, Division Administrator, FHWA, Alabama  
Joe Nix, Alabama DOT  
Michael Presley, District Engineer, Georgia DOT  
Radney Simpson, Office of Planning, Georgia DOT  
George Steuber, Fort Benning, Georgia  
Randy R. Stroup, Acting Bureau Chief, Modal Programs, Ala. DOT

### **TECHNICAL COORDINATING COMMITTEE**

**VOTING:** Rick Jones, Director of Planning, Columbus  
Jim Adcock, Master Planner, Chief of Master Planning, Fort Benning  
Ramsey Ashmore, Montgomery Area Traffic Engineer, Alabama DOT  
Tom Bickel, Board of Commissioners, Chattahoochee County  
Shawn Blakeney, Russell County Engineer  
Patti Cullen, Executive Director, River Valley Regional Commission  
Felton Grant, Transportation Planning Coordinator, Columbus  
Kimberly Grayson, Transportation Planning Specialist, Georgia DOT  
Justin Hardee, Lee County Engineer  
Pam Hodge, Deputy City Manager, Columbus  
Richard Howell, Director, Columbus Airport  
Wallace Hunter, City Manager, Phenix City  
Angel Moore, City Engineer, Phenix City  
Adam Smith, Pre-Construction Engineer, Georgia DOT  
Jeremy Whittlesey, METRA, Columbus

**ADVISORY:** Clint Andrews, Federal Highway Administration, Alabama  
Sonya Baker, Assistant Bureau Chief Metropolitan Planning & Transit, ALDOT  
Vance Beck, District Administrator, SE Region, Montgomery Area, ALDOT  
Suzanne Burnette, Lee-Russell Council of Governments  
Carol Comer, Multi-Modal Planning Division, Georgia DOT  
Andy Edwards, Inter-Modal Planning Manager, FHWA, Georgia  
Wanda Jenkins, Chairman, Citizens Advisory Committee  
Olivia Lewis, Inter-Modal Planning Engineer, FHWA, Georgia  
Joe Nix, Alabama DOT  
Harland Smith, District Planning & Programming Coordinator, GDOT  
Tim Toomy, Area Engineer, Georgia DOT

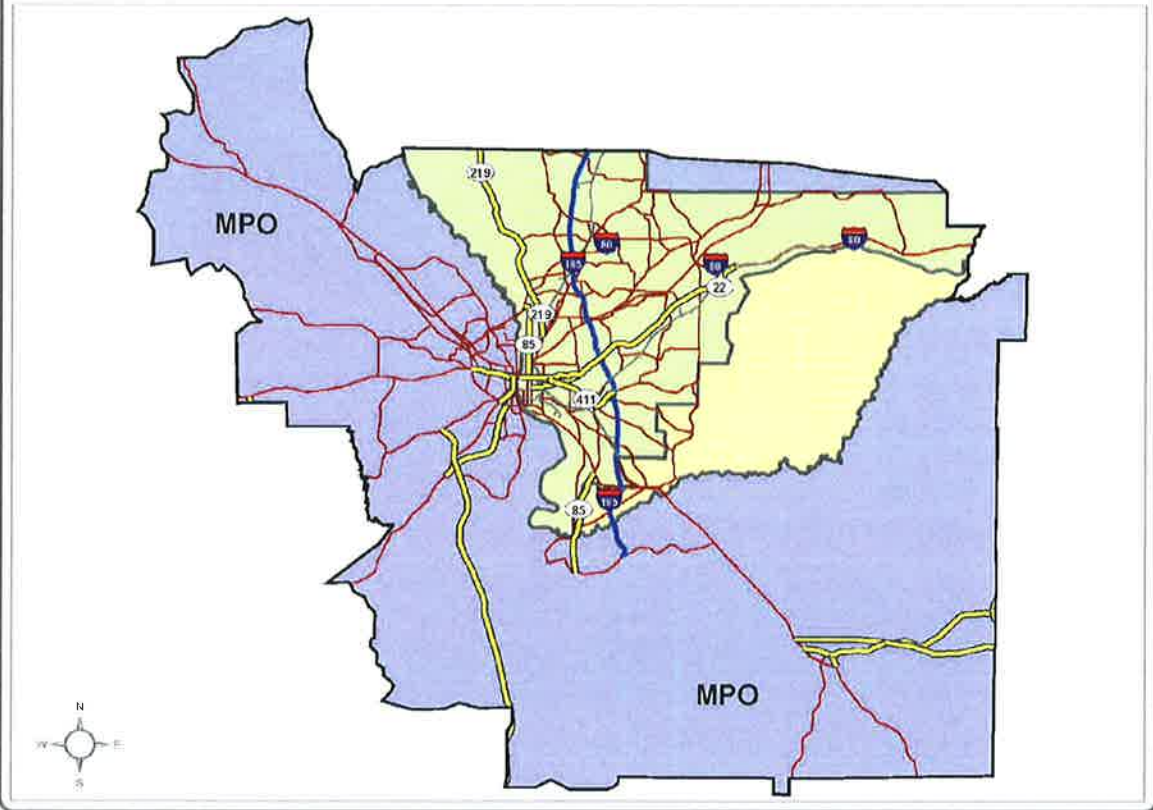
### **CITIZENS ADVISORY COMMITTEE**

**VOTING:** Wanda Jenkins, Columbus – Chair  
Jim Pound, Columbus – Vice Chair  
Dennis Caliyó - Columbus  
Oree Crittendon, Columbus  
Jeremy Scott Hobbs, Columbus  
Wanda Jenkins, Columbus  
Sally Bork Lasseter, Columbus  
Patrick McHenry, Columbus  
Annie C. Mazyck, Columbus  
Jonnell Carol Minefee, Columbus  
Mike See, Columbus  
Alfred Stewart, Columbus

**ADVISORY:** Rick Jones, Director of Planning – Secretary  
Vincent Crosse, Chairman, Phenix City Chamber of Commerce  
Steven Dewitt, METRA  
Herbert Hill, Muscogee County School District  
Bill Murphy, Columbus Chamber of Commerce  
Steve Vaughn, Civil Engineer Operations & Maintenance, Fort Benning

#### MPO Boundary

This material is made available as a public service. Maps and data are to be used for reference purposes only.  
The data contained is subject to constant change. Map information is believed to be correct but is not guaranteed.



### **1.1 – Purpose**

The Transportation Improvement Program (TIP) is a prioritized list of funded transportation projects for the Columbus-Phenix City Metropolitan Planning Organization (also known as the Columbus-Phenix City Transportation Study – CPCTS) planning area. The TIP is used as an implementation guide by the federal, state, and local agencies, it is therefore important to have the most accurate and current information available during the updating process. The FHWA and the FTA require that the TIP be financially constrained by year in their planning regulations. Consequently, both the Georgia and Alabama Departments of Transportation have provided the federal and state project status, cost estimates, and available funds for the various projects.

Consisting of projects that are located in the 2040 Long Range Transportation Plan, the TIP addresses present and intermediate transportation needs throughout the metropolitan area. Project activity that begins during FY 18 – 21 time frames is known as Tier I. Tier II displays projects from the Metropolitan Transportation Plan that will most likely move into the TIP as financial resources become available.

### **1.2 – MPO History**

The Federal Aid Highway Act of 1962 required all Urban Areas with populations of at least 50,000 to have a transportation planning process in order to be eligible for Federal funds. The Act stated that the planning process was to be continuing, cooperative, and comprehensive. In 1964, the State Governors of Georgia and Alabama appointed the Columbus Department of Planning, as the Metropolitan Planning Organization (MPO) for the Columbus-Phenix City Metropolitan Area. As the Metropolitan Planning Organization for the Columbus-Phenix City Metropolitan Area, the Columbus-Phenix City Transportation Study (C-PCTS) is the lead agency responsible for administering and coordinating the activities of participants carrying out the required tasks of the transportation planning process.

Participants in the transportation planning process include the C-PCTS, the Policy Coordinating Committee (PCC), the Technical Coordinating Committee (TCC), and the Citizens Advisory Committee (CAC), public transit operators including METRA and PEX, counties, local officials, private citizens, and the U.S. Department of Transportation (U.S. DOT).

The MPO consist of three committees. The Policy Committee is at the top of the organization and provides policy guidelines and approves the work of the other committees. The Technical Coordinating Committee provides technical support and guidelines. The Citizen Advisory Committee is an important link between citizens and the MPO.

The Transportation Planning Division is the staff to the MPO committees. The Division collects information, analysis it, and presents it to all the committees. Detailed functions of each committee are listed below.



The **Policy Coordinating Committee (PCC)** performs the following duties for Transportation Planning.

1. Formulates goals and objectives for transportation planning in the Columbus-Phoenix City urbanized area.
2. Provides governmental support to planning programs and assures cooperation between different offices.
3. Reviews, amends, and adopts transportation plans and programs.
4. Evaluates progress towards implementation of projects and, if needed, reschedules priorities.
5. Approves the Unified Planning Work Program, Transportation Improvement Program, Long Range Transportation Plan, Public Participation Plan, and Congestion Management Process.

The **Technical Coordinating Committee (TCC)** is a committee of public and private sector transportation specialists. This committee deals with the technical activities necessary in the transportation planning process. Specific responsibilities are listed below.

1. Collects, maintains, and analyzes data for transportation planning.
2. Prepares transportation plans and advises the Policy Committee on changes in the plan and programs.
3. Evaluates transportation system improvements and recommends changes to decision makers in the government.
4. Prepares the Unified Planning Work Program and the Transportation Improvement Program for the MPO.

The **Citizen Advisory Committee (CAC)** is an important link for two-way communication between the citizens and the transportation professionals. This committee conveys the needs of the citizens to the planners and explains the plans and programs to the citizens. The Citizen Advisory Committee has the following responsibilities.

1. Reviews current year transportation improvements and recommends a Unified Planning Work Program for the next year.
2. Makes transportation recommendations to the Policy Committee and the Technical Coordinating Committee.
3. Review policy and procedure matters and make appropriate recommendations to the Policy Committee and the Technical Coordinating Committee.
4. Assesses public opinion through opinion polls and interviews and conveys to the Policy and the Technical Committees the needs of the public.

The Columbus-Phenix City Study / Urbanized Areas include all of Muscogee and Chattahoochee counties and a portion of Harris County in Georgia and portions of Lee and Russell counties in Alabama and Phenix City, Alabama. The Urbanized Areas as designated by the United States Census Bureau and are a reflection of urban growth, not political boundaries. Study areas serve a dual purpose: (1) they represent the geographic area in which MPO monies can be spent and (2) they define the area that may become urbanized over the next 20 years. Study areas are established by the MPO; however require the approval of the Governor.

### **1.3 -- Laws and Regulations**

The laws that require Metropolitan Planning Organizations to develop TIP's are found in Section 134 of Title 23 and Section 5303 of Title 49 of the United States Code. The rules that govern Metropolitan Planning Organizations (MPOs) are published in the Code of Federal Regulations (CFR's) as Title 23, Chapter 1, Part 450, Subpart C. Sections 450.324 through 450.330 specifically relate to the development of the TIPs.

On December 4, 2015, President Barack Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act". It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects. The FAST Act largely maintains current program structures and funding shares between highways and transit. It is a down payment for building a 21st century transportation system, increasing funding by 11 percent over five years. The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. The FAST Act provisions are outlined below:

**PROJECT DELIVERY:** The FAST Act adopted a number of Administration proposals to further speed the permitting processes while still protecting environmental and historic treasures and codifying the online system to track projects and interagency coordination processes.

**FREIGHT:** The FAST Act would establish both formula and discretionary grant programs to fund critical transportation projects that would benefit freight movement. The Act emphasizes the importance of Federal coordination to focus local governments on the needs of freight transportation providers.

**INNOVATIVE FINANCE BUREAU:** The FAST Act establishes a new National Surface Transportation and Innovative Finance Bureau within the Department to serve as a one-stop shop for state and local governments to receive federal funding, financing or technical assistance. This builds on the work of the Department's Build America Transportation Investment Center and provides additional tools to improve coordination across the Department to promote innovative finance mechanisms. The Bureau is also tasked with the responsibility to drive efficiency in the permitting process.

**TIFIA:** The TIFIA Loan program provides important financing options for large projects and public-private partnerships. The FAST Act includes organizational changes that will provide an opportunity for important structural improvements with the potential to accelerate the delivery of innovative finance projects.

**SAFETY:** The FAST Act includes authority sought by the Administration to prohibit rental car companies from knowingly renting vehicles that are subject to safety recalls. It also increased maximum fines against non-compliant auto manufactures from \$35 million to \$105 million. The law also will help bolster the Department's safety oversight of transit agencies and streamlines the Federal truck and bus safety grant programs, giving more flexibility to States to improve safety in these areas.

**TRANSIT:** The FAST Act includes a number of positive provisions, including reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and truck purchases.

**LADDERS OF OPPORTUNITY:** The FAST Act includes a number of items that strengthens workforce training and improve regional planning. Notably, FAST Act makes Transit Oriented Development (TOD) expenses eligible for funding under highway and rail credit programs. TOD promotes dense commercial and residential development near transit hubs in an effort to shore up transit ridership and promote walk-able, sustainable land use.

## **Planning Factors**

The FAST Act continues the emphasis raised in MAP-21 on performance-based outcomes, requiring that the metropolitan transportation planning process “shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency while promoting consistency among transportation improvements and state and local planning growth and economic development patterns.

***Goal: A globally competitive, diversified economy that protects and enhances our natural environment:***

**Metrics:**

- Number of demolished structures during construction of transportation projects.
- Number of rezoning cases that negatively affect the transportation network.
  - Objective 1: Emphasize public/private partnership resulting in increased regional investment.
  - Objective 2: Accentuate the utilization and expansion of our existing transportation and infrastructure advantages.
  - Objective 3: Promote growth that protects and enhances the environment.
- Increase the safety of the transportation system for motorized and non-motorized users.

***Goal: A safe transportation system:***

**Metrics:**

- Number of automobile collisions per year.
- Number of bike fatalities per year.
- Number of pedestrian fatalities per year.
  - Objective 1: Locate the top five (5) most dangerous intersections.
  - Objective 2: Continue to educate drivers and bicyclists-pedestrians about safely sharing the road.
- Increase the security of the transportation system for motorized and non-motorized users.

***Goal: A secure transportation system:***

**Metrics:**

- Improve the safety of transit facilities including stops and vehicles.
- Support the development of regional preparedness and evacuation planning.

- Increase the accessibility and mobility of people and for freight.

***Goal: An accessible transportation system:***

***Metrics:***

- Dial-A-Ride ridership per year. New routes in Columbus started in the fall of 2016 and staff will track new ridership.
- Average Truck Speed on the National Highway System.
  - Objective 1: Strive to integrate local, regional, and national transportation systems to facilitate movement of people and freight between modes.
  - Objective 2: Support Freight facilities connecting the region to national and global markets.
  - Objective 3: Enhance connectivity between housing, jobs, services, and educational facilities.
  - Objective 4: Continue to improve system accessibility for people with special transportation needs, including persons with disabilities, the elderly, and the young and low-income populations. Increase ADA compliance with intersection improvements.
  - Objective 5: Encourage land use policy that supports access for disabled persons, efficient mass transit, and non-motorized travel.
  - Objective 6: Number of projects that comply with Complete Streets. (A complete street is a safe, accessible, and convenient street for all users regardless of transportation mode, age, or physical ability. Complete streets adequately provide for bicyclists, pedestrians, transit riders, and motorists. Complete streets promote healthy communities and reductions in traffic congestion by offering viable alternatives to driving).
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and Local planned growth and economic development patterns.

***Goal: A sustainable transportation system:***

***Metrics:***

- Percentage of workers commuting by bus
- Percentage of workers commuting by bicycle
- Percentage of workers commuting by walking
  - Objective 1: Continue to collect data on bicyclists using mobile app and compiling data into annual report.
  - Objective 2: Create inventory of bike lane mileages and types as a shape file.
  - Objective 3: Update inventory of sidewalk mileage and type as shape file.
  - Objective 4: Continue to add bike-ped infrastructure to the network.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

***Goal: An integrated transportation system:***

***Metrics:***

- Survey count of Park and Ride users. MPO Staff along with transit agencies will conduct surveys among transit riders concerning Parking & Riding.
- Percentage of workers commuting by bus.
- Percentage of workers commuting from other counties.
  - Objective 1: Reduce congestion on major freight and passenger routes.
  - Objective 2: Improve the internal connectivity of the transportation network.
  - Objective 3: Increase access, expansion and improve the reliability of public mass transit.

- Promote efficient system management and operation.

***Goal: An efficient transportation system:***

***Metrics:***

- Level of Travel Time Reliability (LTTR)
- Peak Hour Travel Time Ratio (PHTR)
- Truck Travel Time Reliability (TTTR)
  - Objective 1: Work with GDOT and ALDOT to set and meet State and MPO level targets for travel delay.

- Emphasize the preservation of the existing transportation system.

***Goal: Maximize transportation system:***

***Metrics:***

- Number of rezoning cases (changes in land use) that do not have a negative impact on the transportation system.
- Number of completed projects that increase capacity without widening the road.
  - Objective 1: Promote projects that increase capacity and safety without widening the road.
  - Objective 2: Promote multi-modal transportation that diverts travel demand off single occupancy automobile trips.

- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of the surface transportation.

***Metrics:***

- Gallons of storm water diverted off roadways and land use changes.
  - Staff will assist the firms contracted to design projects on reducing storm water impacts for all road projects. Creating watersheds, detention ponds, etc., can control storm water.

- Enhance travel and tourism.

Metrics:

- Number of visitors to Columbus and surrounding counties/cities.
  - Objective 1: Completion of the River Walk – Construction is underway to complete the Columbus River Walk at City Mills (1<sup>st</sup> Avenue & 18<sup>th</sup> Street) and Bibb Mill (1<sup>st</sup> Avenue & 38<sup>th</sup> Street).
  - Objective 2: Encourage the use of the Fall Line Trace. The trail runs eleven (11) miles from 14<sup>th</sup> Street in downtown Columbus to Psalmound Road in Northeast Columbus. There are two (2) park & ride locations along this trail.
  - Objective 3: Completion of the Follow Me Trail. The South Lumpkin Road Linear Park is a Rails-to-Trails project, which will repurpose an abandoned railroad and create a multi-use path. The two mile trail will begin just North of Old Cusseta Road and end South past Torch Hill Road. The MPO Policy Committee approved an amendment to the 2040 MTP in August of 2016, and the 2015 TIP in September of 2016 to include the Extension of the Follow Me Trail from the South Lumpkin Road Roundabout to the National Infantry Museum.
  - Objective 4: Congestion Mitigation during events.
  - Objective 5: Identify funds for the Environmental Impact Study for the High Speed Rail Project.
  - Objective 6: Completion of the Mott's Green Plaza – The MPO Policy Committee approved an amendment to the 2040 MTP in August of 2016, and the 2015 TIP in September of 2016 to include this project. The project will relocate and rehabilitate current masonry monuments, add a covered 60' long bridge design to be built out in the river that commemorates both Horace King and "The Last Battle" of the civil war, and add new paving design to align the pass through under the bridge with the River Walk.
  - Objective 7: Completion of the Dragonfly Trails – New trail is under construction along Linwood Boulevard & 14<sup>th</sup> Street in Columbus.



## USING PERFORMANCE MEASURES TO TRACK AND DEMONSTRATE PROGRESS

### Overview of Performance-Based Planning

Over the past two decades, transportation agencies have been applying “performance measures” – a strategic approach that uses performance data to help achieve desired outcomes – to support decision-making. Performance management is credited with improving project and program delivery, informing investment decision making, focusing staff on leadership priorities, and providing greater transparency and accountability to the public.

Performance-based planning and programming (PBPP) refers to transportation agencies’ application of performance management in their planning and programming to achieve desired outcomes for the multi-modal transportation system. For MPO’s this embraces a range of activities and products together with other agencies, stakeholders, and the public as part of the 3C Metropolitan Transportation Planning Process.

The goal of PBPP is to ensure that transportation investment decisions – both long-term planning and short-term programming – are based on their ability to meet established goals.

The cornerstone of *Moving Ahead for Progress in the 21<sup>st</sup> Century*’s (MAP-21) highway program transformation is this movement to performance-and outcome-based results. The current transportation authorization legislation, the Fixing America’s Surface Transportation (FAST) Act, continues the performance-based planning and programming provisions established under MAP-21.

States will invest resources in projects to achieve individual state targets that collectively will make Progress toward national goals, as detailed in the FAST Act.

- **Safety** - Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** - Maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** - Achieve a significant reduction in congestion on the National Highway System.
- **System reliability** - Improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** - Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** - Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

The Columbus-Phenix City MPO's transition to performance-based planning is underway. The MPO has:

- Established goals and objectives that align with national goals (Table A)

MPO goals provide the foundation for the TIP criteria used in the project selection process, as described on Page X. These criteria describe the ways that individual projects are expected to help the MPO advance in various goals. Over time, the contributions made by TIP projects are expected to generate changes in the transportation system's performance.

| FAST Act<br>National Planning<br>Factors   | FAST Act<br>National Goals   | GA 2040<br>SWTP/2015 SSSTP<br>State Goals   | C-PCTS<br>2040 MTP<br>Goals   | C-PCTS 2040 MTP<br>Objectives   | Proposed C-PCTS 2045<br>MTP<br>Regional Performance<br>Measures  | Data Source                     |
|--|--|---|---|---|--|---------------------------------|
| Increase the accessibility and mobility of people and for freight  | <ul style="list-style-type: none"> <li>*To achieve a significant reduction in congestion on the National Highway System</li> <li>*To improve the efficiency of the surface transportation system</li> </ul>  | <ul style="list-style-type: none"> <li>*Relieve congestion and improve reliability</li> <li>*Improve freight movement and economic development opportunities</li> </ul> | Assure that freight moves safely and efficiently while minimizing impacts on sensitive community areas  | <ul style="list-style-type: none"> <li>*To allow for truck circulation and movement</li> <li>*To provide for the special infrastructure needs</li> </ul>  | Pavement & Bridge Condition  | National Bridge Inventory (NBI) |
| Promote efficient system management and operation  | <ul style="list-style-type: none"> <li>*To achieve a significant reduction in congestion on the National Highway System</li> <li>*To improve the efficiency of the surface transportation system</li> <li>*To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating and project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices</li> </ul> | Relieve congestion and improve reliability  | Assure that transportation investments – capital, operating, and maintenance costs – effectively and safely serve the transportation needs  | <ul style="list-style-type: none"> <li>*To establish priorities for implementation of transportation improvement projects</li> <li>*To create facilities and services that respond to the needs of the community, neighborhoods, and adjoining properties</li> <li>*To encourage trips by pedestrians and bicycle trips</li> <li>*To minimize impact on environmental resources, wetlands, wildlife, historical, water quality</li> </ul> | To be determined   |                                 |
| Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and Local planning growth and economic development patterns | To enhance the performance of the transportation system while protecting and enhancing the natural environment   | Improve the environment   | <ul style="list-style-type: none"> <li>*To reduce auto-related emissions</li> <li>*To minimize and avoid noise impacts</li> </ul>   | <ul style="list-style-type: none"> <li>*To conform to regional and local land use plans providing connectivity &amp; mobility</li> <li>*To reduce sprawl and foster compact, mixed use development patterns</li> <li>*To promote site development that provides the opportunity for access &amp; on-side circulation</li> <li>*To project existing neighborhoods and community integrity</li> </ul>                                       | To be determined   |                                 |
| Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight  | <ul style="list-style-type: none"> <li>*To achieve a significant reduction in congestion on the National Highway System</li> <li>*To improve the efficient of the surface transportation system</li> </ul>   | Relieve congestion and improve reliability  | <ul style="list-style-type: none"> <li>*Build, operate and maintain an interconnected network of transportation facilities that meet the needs of motorists, transit riders, pedestrians, cyclists, and shippers and receivers</li> </ul> | <ul style="list-style-type: none"> <li>*To provide physical connections among modes</li> <li>*To create a seamless public transportation system – service, fares, and operations</li> </ul>   | <ul style="list-style-type: none"> <li>*Provide Pedestrian Linkages</li> <li>*Encourage Intermodal Transfer</li> </ul> |                                 |

\*Denotes new sentence.

Table A

| FAST Act<br>National Planning<br>Factors   | FAST Act<br>National Goals   | GA 2040<br>SWTP/2015 SSTP<br>State Goals                           | C-PCTS<br>2040 MTP<br>Goals   | C-PCTS 2040 MTP<br>Objectives   | Proposed C-PCTS<br>2045 MTP<br>Regional Performance<br>Measures                                    | Data Source  |
|--|--|--|---|---|--|--|
| Emphasize the preservation of the existing transportation system   | To maintain the highway infrastructure asset system in a state of good repair  | Maintain and preserve the existing transportation system           | Preserve the quality and capacity of transportation facilities and the street and highway network by using and developing all modes of transportation to their highest and most efficient use | *To minimize congestion and delay on main travel arteries<br>*To adequately fund routine maintenance and rehabilitation-pavement, bridges, etc<br>*To achieve a well maintained transit fleet | *Staff will track number of converted properties that negatively affect the transportation network | 2017 C-PCTS UPWP   |
| Increase the safety of the transportation system for motorized and non-motorized users<br>Increase the security of the transportation system for motorized and non-motorized users | To achieve a significant reduction in traffic fatalities and serious injuries on all public roads  | Improve safety   | Reduce crashes and fatalities and enhance security  | *To reduce the number and severity of accidents involving vehicles, bicyclists, pedestrians, and others<br>*To correct systematically high crash locations                                    | Review Accident Data   | *Georgia Electronic Accident Reporting System (GEARS)<br>*Critical Analysis Reporting Environment (CARE) |
| Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency  | *To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development<br>*To achieve a significant reduction in congestion on the National Highway System<br>*To improve the efficiency of the surface transportation system | Improve freight movement and economic development opportunities    | Contribute to the economic vitality and quality of life supporting continued growth and development   | *Provide transportation linkages to employment, business, retail activity, and other activity centers<br>*To maintain accessibility in heavily traveled corridors                             | *Identify congestion areas by collecting travel time data  | *National Performance Management Research Data Set (NPMRDS)<br>*GDOT's GEOCOUNTS for Traffic Counts      |
| Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation  | *To maintain the highway infrastructure asset system in a state of good repair<br>*To enhance the performance of the transportation system while protecting and enhancing the natural environment  | The 2040 SWTP/2015 SSTP do not currently address this federal goal | The C-PCTS 2040 MTP does not currently address this federal goal  | The C-PCTS 2040 MTP does not currently address this federal goal  | To be determined   |  |
| Enhancing travel and tourism   | To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development   | The 2040 SWTP/2015 SSTP do not currently address this federal goal | The C-PCTS 2040 MTP does not currently address this federal goal  | The C-PCTS 2040 MTP does not currently address this federal goal  | To be determined   |  |

\*Denotes new sentence

Table A

### **1.3.1 – Consistency with Other Plans**

The TIP is consistent with the Columbus-Phenix City 2040 Long-Range Transportation Plan. The Plan covers a 20 to 25 year time frame, while the TIP extends over four years. The projects in the TIP are taken from the Plan with the exception of certain Transportation Enhancement projects. The Congestion Management Process (CMP) plays an important part of selecting projects within the TIP / LRTP.

The State Transportation Improvement Program (STIP) is a statewide listing of prioritized transportation projects prepared by the Georgia and Alabama Department's of Transportation. The STIP is consistent with the statewide long-range transportation plan and the long-range transportation plans and TIP developed by the Columbus-Phenix City MPO. Projects from the TIP are included in the State Transportation Improvement Program (STIP).

### **1.3.2 - Conformity Determination**

Conformity Determination refers to the requirement of non-attainment areas (as defined by the Environmental Protection Agency (EPA) tolerance limits on ground-level and atmospheric pollutant concentrations) and those re-designated to attainment after 1990 to show that federally supported highway and transit projects will not cause new air quality violations, worsen existing violations or delay the timely attainment of the relevant National Ambient Air Quality Standards (NAAQS). The Columbus-Phenix City MPO area is not presently in non-attainment status. Non-attainment status will place additional requirements on the MPO. In the event of non-attainment status by the EPA, the Long-Range Transportation Plan and the TIP will need amending to include air quality conformity.

### **1.4 – Planning Emphasis Areas (PEAs)**

The Federal Highway Administration and Federal Transit Administration has encouraged the inclusion of the three Planning Emphasis Areas (PEAs) in the MPO Planning Documents as these are considered U.S. DOT Secretarial priorities and avenues for continuous improvement for Metropolitan Transportation Planning.

The Columbus-Phenix City MPO is making it a priority to focus on connectivity and the need for a truly multimodal system. The 2040 MTP includes five (5) multi-modal projects along with the PE Phase of the High Speed Rail Study. The Alternative Transportation Plan outlines sixty-eight (68) projects consisting of multi-use trails, bike lanes, shared roadway with sharrows and redesigned roads to include biking facilities. The multi-use projects will connect throughout the city to each other and to existing facilities.

The performance measures align with the FAST Act goal areas and evaluate projects by purpose and scale. The Columbus-Phenix City MPO is currently establishing performance targets and will work with ALDOT, GDOT, and FHWA (Georgia and Alabama).

1. Performance Based Planning and Programming: The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of the performance outcomes of the transportation system.

Performance measures and indicators will be developed and tracked as the plans are updated.

a. Land Use and Preservation:

- The City of Columbus adopted the complete streets criteria. MPO staff will collaborate with the city to ensure compliance.
- Acres of agricultural land or vacant property converted to another use.
- MPO staff is currently tracking number of converted properties that negatively affect the transportation network.
- Number of vacant or blighted buildings demolished due to MPO projects. MPO staff is currently tracking number of demolishing due to MPO or City projects.

b. Pedestrian and Bicycle System:

- Number of pedestrian/bicycle improvement projects completed (safe street crossings, pedestrian signals).
- Linkages to existing or planned public transit nodes. Number of projects that incorporate existing bus stops as a component of the design.
- Miles of on street bike lanes created (currently tracked by GIS Division).
- Miles of sidewalks created (currently tracked by GIS Division)
- Percentage of workers commuting by bike (Data Source: American Community Survey).
- Percentage of workers commuting by walking (Data Source: American Community Survey).

c. Road Safety:

- Traffic crash data to include number of injuries, fatalities.
- Intersection improvements based on crash data.
- Number of bike fatalities per year.
- Number of pedestrian fatalities per year.

Data to be collected from Georgia Electronic Accident Reporting System (GEARS) and the Critical Analysis Reporting Environment (CARE).

1. Models of Regional Planning Cooperation: Promote cooperation and coordination across MPO Boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.
  - Define which seats/members cooperating agencies and subcommittees must fill. The subcommittees must constitute representatives within the MPO boundaries and shall be key stakeholders from each region.
  - To ensure regional access, MPO committee meetings to be conducted at different locations within the MPO.
  - Identify funds for the Environmental Impact Study for the High Speed Rail Project.
2. Access to Essential Services/Ladders of Opportunity: Access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.
  - a. Sidewalks / Multi-Use Paths
    - Identify funds and locations to construct sidewalks that will connect neighborhoods and public places.
    - Implement projects identified in the Alternative Transportation Plan.
    - MPO staff will utilized the bicycle app to track bicycle routes and issues reported by cyclist. Staff will generate a report annually to summarize the data and results of the app.
  - b. MPO will conduct a Freight Study
    - Study will provide assessment of existing freight generators and movement of goods.
    - Study will provide information on carriers that operate regionally and will provide MPO with representatives from the freight industry.



### **1.5 – TIP Process**

The Columbus-Phenix City Transportation Study (C-PCTS) TIP includes all transportation projects, or identified phases of a project, proposed for financing with federal funds. All transportation related projects must be in the TIP in order to be eligible for federal funding. The TIP must be financially constrained for each program year. The TIP financial plan must demonstrate that the identified projects can be implemented using current and expected revenue sources. The TIP also lists projects from the previous TIP that have moved to construction and identifies any significant delays in the implementation of projects remaining in the TIP.

5

When projects are added to the TIP, they are prioritized based on area-wide needs along with safety and security benefits. The projects are included in the C-PCTS Metropolitan Transportation Plan with the following criteria used.

- (a) Compatibility with other local and regional plans.
- (b) Congestion issues (Congestion Management Process information)
- (c) Safety Issues
- (d) Security benefits
- (e) Project readiness
- (f) Availability of Funds

The need and purpose for the project must clearly identify the safety and security issues that will be corrected as a result of the project. The project must include benefits to one or more user groups (e.g. motorists, pedestrians, bicyclists, transit users, and freight carriers). The draft TIP can be created and presented to the MPO committees for review and approval. The draft TIP is then ready for public review and comments for 30 days. At the end of the 30-days, the Final TIP is presented once again to the MPO committees for review and adoption with all public comments incorporated. The following flow chart provides a graphic representation of the C-PCTS TIP process:

### **1.6 – Project Selection and Prioritization Process**

The TIP serves as the implementation mechanism for transportation projects that are identified in the 2040 Transportation Plan. Federal guidelines require the TIP to be financially constrained per actual funding levels. Therefore, the Columbus-Phenix City Transportation Study's TIP only displays projects that possess identified funding sources and are scheduled for a phase of activity (i.e., preliminary engineering, right-of-way, or construction) during FY 15 to FY 18. This section of the TIP document is commonly referred to as Tier I.

The second section of the TIP document is referred to as Tier II. This section of the report consist medium and long-range projects from 2040 Transportation Plan, which will be considered during the preparation of future TIP reports. The purpose of Tier II is to select, prioritize, and sequence projects for placement in the TIP (Tier I) as forecasted funds become available. Tier II is not part of the TIP. Its inclusion in the TIP document is for planning purposes only as it assists C-PCTS in selecting future transportation projects for the TIP. The following is a description of how Tier II projects were selected and placed in this document.

The project selection process begins with a review of all projects identified in the 2040 Transportation Plan. Using the 2040 Plan, a master project list was prepared that initially sequenced road improvement by funding categories. New evaluation factors were applied to the project list. Each of the factors, and the corresponding point assessments are described below.

**Project Evaluation Factors:**

**A & B – Congestion Relief (8) Points**

A – Existing Level of Congestion = existing volume/existing capacity.

Four (4) points:  $V/C > 1$

Three (3) points:  $V/C > 0.85$  and  $V/C < 1.0$

Two (2) points:  $V/C > 0.70$  and  $V/C < 0.84$

One (1) point:  $V/C < 0.7$

B – Future Level of Congestion = future volume/existing capacity.

Four (4) points:  $V/C > 1$

Three (3) points:  $V/C > 0.85$  and  $V/C < 1.0$

Two (2) points:  $V/C > 0.70$  and  $V/C < 0.84$

One (1) point:  $V/C < 0.7$

(Determined from Year 2035 Columbus No-Build Traffic Model)

**C – Service to Major Activity Centers (3) points**

Three (3) points: Project provides improvements in access to an existing regional major activity center – OR- project reduces single-occupant vehicle travel to, between, and within activity centers.

Two (2) points: Project provides improvements in access to a future local major activity center – OR – project reduces single-occupant vehicle within activity centers.

One (1) point: Project does not benefit activity centers.

**D – Freight Use (3) points: Substantial service to freight movement or facility servicing substantial freight movements.**

Three (3) points: Project enhances the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

Two (2) points: Project maintains the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

One (1) point: Project impairs the ability for a National Highway System Route, Interstate Route, or other major state or local route to efficiently move freight.

\*Projects that increase capacity, improve roadway geometry, increase average travel speed, improve access, and/or improve mobility would be awarded a higher point value. Projects that make the movement of trucks more difficult and less efficient would be awarded a lower point value.

**E – Vehicle Crash Incidence (3 points): Potential to Reduce Crash History (3 points):  
Project with Highest Crash Rate (Segment rate)**

Three (3) points: Project in area ranked in top 1/3<sup>rd</sup> crash rates (segment rate)

Two (2) points: Project in area ranked in middle third of crash rates (segment rate)

One (1) point: Project within lowest 1/3<sup>rd</sup> of crash rates (segment rate)

**F – Bike/Pedestrian Accommodation (3 points): Contributor to improved accessibility for  
pedestrians and bicyclists**

Three (3) points: Project provides positive benefit to pedestrian and bicycle safety (i.e. provides new sidewalks, bikeways, multiuse paths, trails, improved crossings, and similar)

Two (2) points: Project will not change conditions for pedestrians or bicyclists

One (1) point: Project will negatively impact bicycle or pedestrian facilities and accommodation

\*Projects that include improvements to the pedestrian and bicycle system that enhance safety and accommodation above existing conditions, would be awarded more points. Projects that maintain the status quo or have negative impacts would be awarded fewer points.

**G – Natural Environment (3 points): Impact on wetlands, watersheds, ecosystems, Impact  
on wetlands, watersheds, ecosystems, air, and water quality**

Three (3) points: Project has significant and measureable net positive impact on wetlands, watersheds, ecosystems, air, and water quality.

Two (2) points: Project is neutral in its environmental impact, neither providing significant benefit or detriment to the environment

One (1) point: Project has significant and net negative impact on wetlands, watersheds, ecosystems, air, and water quality

\*Projects that contribute to improvements in water and air quality; restore or increase (appropriately) wetlands, and project ecosystems would be awarded higher point values. Projects that involve significant mitigation and remediation of wetlands and impact sensitive ecosystems would be awarded lower point values.

**H – Neighborhood (3) points: Impact on neighborhoods, communities, and historic and archaeological sites**

Three (3) points: Project has a net positive impact on neighborhood, community, historic, or archaeological elements in the community. The project is sensitive to the area context. Project has limited or no impact to significant community elements (schools, churches, archaeological sites, homes, cultural amenities, etc.) and provides measurable benefit in terms of aesthetics, safety, and accommodation of all modes of transportation

Two (2) points: Project is neutral in its impact on neighborhood, community, historic, or archaeological elements in the community. The project is somewhat context sensitive; however, it has some measureable and real impact to community elements (schools, churches, archaeological sites, homes, cultural amenities, etc.)

One (1) point: Project has a net negative impact on neighborhood, communities, and historic and archaeological sites. Project encourages unsustainable growth.

\*Streetscape, bikeway, trail, sidewalk, transit, context-sensitive roadway modification, and similar projects would be awarded higher point values. Significant road widening and projects that require significant “takings” and that have substantial community impacts would be awarded lower point values.

**I – Adherence to Existing State/Local Plans (4 points):**

Three (3) points: Adherence to existing street and highway, master, regional, and local modal plans

Two (2) points: Project is state project

One (1) point: Project is not a part of any of the aforementioned plans, nor has local support

\*Projects programmed in local capital improvement programs, regional programs, and statewide programs and that are a part of adopted plans would be awarded the highest number of points. Projects that are not programmed or a part of adopted plans would be awarded the fewest number of points.

**J – Feasibility (3 points): Reasonable cost, efficient, resourceful, having positive long-term economic impacts**

Three (3) points: Project has been studied thru completion or preliminary engineering or a feasibility study completed feasibility study, project has begun design work

Two (2) points: Project has undergone some level of preliminary engineering or feasibility study, the ability to be implemented

One (1) point: Project is undefined, except by long range or comprehensive plan

\*Projects that have demonstrated feasibility for implementation are awarded the highest number of points. These projects will often have had a supporting feasibility study, concept design, and engineering completed. Projects that are less well-defined are awarded fewer points.

**K – Project Ready (3 points)**

Three (3) points: Project ready to go (designed and mostly funded)

Two (2) points: Project is well-defined (designed and partially funded)

One (1) point: Project expands an existing or constructs a new road but does not have funding identified

\*Projects that are ready and have some or all the funding needed would be awarded higher point values. Projects that are less well-defined and do not have funding would receive fewer points.

**L – Growth Areas (3 points): Promotion of sensible, sustainable growth**

Three (3) points: Project promotes, encourages, and supports sustainable patterns of growth

Two (2) points: Project neither promotes or discourages sustainable patterns of growth

One (1) point: Project encourages unsustainable patterns of growth

\*Projects that support and enhance existing stable communities and/or planned nodes of responsible growth would be awarded more points. Projects that promote or extend unsustainable patterns or development would be awarded fewer points.

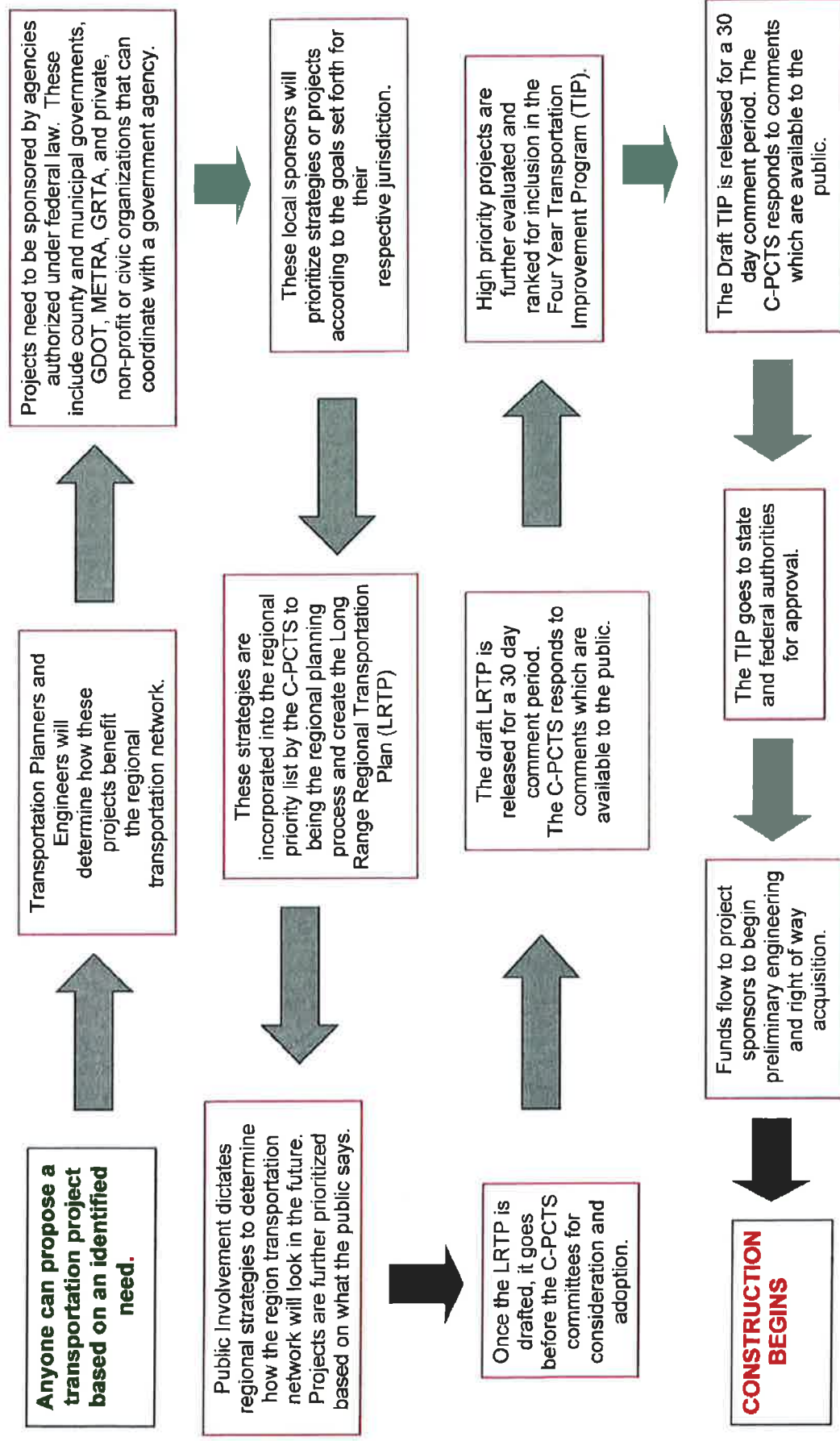
**M – Intermodal (3 points): Enhancement of intermodal access**

Three (3) points: Project is on a transit route, a designated bicycle route and in a pedestrian activity area

Two (2) points: Project is on a transit route or a designated bicycle route or pedestrian activity area

One (1) point: Project is not on a transit route, a designated bicycle route nor is in a pedestrian activity area.

## COLUMBUS—PHENIX CITY TRANSPORTATION PLANNING STUDY FLOW CHART



### **1.7 – TIP Amendment Process (April 11, 2011)**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Planning regulations incorporating changes from the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) that was signed into law on July 6, 2012. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administration Modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”
- Amendment “means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and Metropolitan Transportation Plans (LRTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

### **Administrative Modifications for Initial Authorizations**

The following actions are eligible as Administrative Modifications to the STIP/TIP/LRTP:

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- B. Splitting or combining projects.

- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects.
- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

- 1). It does not affect the air quality conformity determination.
- 2). It does not impact financial constraint.
- 3). It does not require public review and comment.

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

#### **Amendment for Initial Authorizations**

The following actions are eligible as Amendments to the STIP/TIP/MTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP, which require re-demonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F).



Amendments to the STIP/TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third, and fourth years of the STIP will be balanced during the STIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For non-attainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date of the STIP becomes effective is when FHWA and FTA approve it.
3. The STIP is developed on the state fiscal year which is July 1 – June 30 (Georgia) and October 1 – September 30 (Alabama).
4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

**1.8 – Public Participation**

Public participation is essential to the development of the TIP. The C-PCTS uses several different ways of engaging the public in the TIP review process. The following efforts are made as a part of the TIP review.

- (1) Citizen's Advisory Committee (CAC) – The CAC is a subcommittee of the C-PCTS established to provide broad regional community input throughout the long-range transportation planning process. The CAC is comprised of individuals representing a balanced cross-section of the region's populations including environmental, business and civic organizations, as well as low-income, minority and disabled populations. CAC members review the TIP (in draft and final form) and offer comments and suggestions to the Technical Advisory Committee and the MPO Policy Board. Approval of the Draft and Final versions are voted on and recommendations are forwarded to the Policy Board.

- (2) Public Comment Period – After the TIP is approved in draft form; the public is invited to offer comments. There are several measures that are taken by the MPO Staff to announce the public comment period for the TIP: (a) a display ad is placed in the local newspapers, (b) digital copies of the draft TIP are placed on the C-PCTS webpage, (c) mass e-mail list (In-Touch) with TIP attached, (d) copies of the Draft TIP are distributed to the libraries throughout the region.

#### **1.8.1 – Environmental Justice and Title VI**

Federal guidelines on environmental justice have focused attention on the need to incorporate environmental justice principals into transportation planning processes and products. In 1994, *Executive Order 12898: Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations* recognized that the impacts of federal programs and activities may raise questions of fairness to affected groups. The Executive Order required any agency receiving federal funding to:

“conducts its programs, policies, and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under such programs, policies, and activities, because of their race, color, or national origin.”

MPO Staff will ensure that it complies with the Civil Rights Act of 1964, Executive Order 13166, and FTA Circular FTA C 4702.1B, October 2012, and that it fulfills the requirements under 4702.1B of the Limited English Proficiency (LEP) provisions. The METRA Transit System which is part of the MPO has prepared and maintains a Language Assistance Plan in accordance with Circular 4702.1B.

The Executive Order supports a longstanding policy to actively ensure nondiscrimination and avoid negative environmental impacts in federally funded activities. Title VI of the Civil Rights Act of 1964 prohibits discriminatory practices in programs receiving federal funds. The National Environmental Policy Act (NEPA) requires the disclosure of the environmental effects of proposed federal actions that significantly affect the quality of human health. The 1994 Executive Order on Environmental Justice reinforces and focuses these two laws by requiring the disclosure of the environmental benefits and burdens of federal actions on those groups protected under Title VI. In 1997, the U.S. Department of Transportation issued its *DOT Order to Address Environmental Justice in Minority Populations and Low Income Populations* to summarize and expand upon the requirements of the Executive Order. According to the federal guidance, the groups that must be addressed as part of the environmental justice include African-Americans, Hispanics, Asian Americans, Native American Indians, and persons whose household income is at or below the U.S. poverty guidelines. The Moving Ahead for Progress in the 21<sup>st</sup> Century ACT (MAP-21) requires that statewide planning processes be consistent with Title VI.

### **1.8.2 - Americans with Disabilities Act (ADA)**

The C-PCTS seeks to comply with all applicable provisions of the Rehabilitation Act of 1973, Section 504 (29 USC 701-794), and will the Americans with Disabilities Act (ADA) (42 USC 12131-12164). Access to meetings by persons with disabilities is encouraged through selection of venues with wheelchair ramps and hand-railings, distribution of timely meeting notices, and support of ADA amenities on all roadway and pedestrian improvements. The C-PCTS further encourages an active role in TIP development and all transportation planning by the physically impaired through membership in the Citizen Advisory Committee (CAC).

### **1.9 – Bicycle and Pedestrian Consideration**

FHWA is putting increasing emphasis on modal choice within MPO transportation networks and bicycle/pedestrian accommodations in particular. The guiding document to date has been Title 23 USC 217, as quoted below.

Bicycle and pedestrian facilities are to be routinely addressed in the transportation planning process. 23 USC 217 states “Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and (the) State(s). Bicycling and pedestrian facilities will be incorporated into all transportation projects unless exceptional circumstances exist as listed below.

- Federal statute and local ordinances prohibit pedestrians and bicyclists from using the roadway. This would be limited to safety considerations high-speed interstate roadways and U.S. Highways with limited access features. An effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor.
- The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project. This twenty percent figure should be used in an advisory rather than an absolute sense.
- Where sparse population or other factors indicate an absence of existing and future need. For example, the Columbus Consolidated Government’s Unified Development Ordinance (UDO) states that sidewalks shall be required in all residential developments and in commercial and industrial developments unless the street is a short cul-de-sac, no curb and gutter, large lot pedestrian subdivisions, or if a trail system is provided.

For the purpose of the TIP (and MTP), it is assumed that bicycling and pedestrian facilities will be incorporated into all transportation projects. However, it is understood that each project will be fully analyzed during the environmental and design phases of each project to determine if exceptional circumstances do exist and to determine the specific bicycle and pedestrian facility that will be included in the project where applicable.

### **1.10 – Environmental Mitigation and Climate Change Consideration**

Under the FAST Act, MPO's are expected to take into account potential environmental impacts associated with the long-range transportation plan and try to mitigate those impacts. Closely related to this concept is the new requirement that MPO's consult with other agencies to eliminate or minimize conflicts caused by transportation projects. The C-PCTS will continue to develop and maintain relationships with state and local governments/agencies with the goal of incorporating environmental mitigation in the development of the TIP.

“According to the FHWA report Integrating Climate Change into the Transportation Planning Process, there is general scientific consensus that the earth is experiencing a long-term warming trend and that human-induced increases in atmospheric greenhouse gases (GHGs) may be the predominant cause. The combustion of fossil fuels is by far the biggest source of GHG emissions. In the United States, transportation is the largest source of GHG emissions, after electricity generation. Within the transportation sector, cars and trucks account for a majority of emissions. Opportunities to reduce GHG emissions from transportation include switching to alternative fuels, using more fuel-efficient vehicles, and reducing the total number of miles driven. Each of these options requires a mixture of public and private sector involvement. Transportation planning activities, which influence how transportation systems are built and operated, can contribute to these strategies. In addition to contributing to climate change, transportation will likely also be affected by climate change. Transportation infrastructure is vulnerable to predicted changes in sea level and increases in severe weather and extreme high temperatures. Long-term transportation planning will need to respond to these threats” (Introduction to Integrating Climate Change into the Transportation Planning Process, Federal Highway Administration, Final Report, July 2008).

At this time, no climate changes measures are present in the TIP. However, as time goes by this may change either by an increase in ground level and atmospheric pollutant concentrations or by a tightening of EPA tolerance limits.

### **1.11 – Air Quality**

The Environmental Protection Agency (EPA) establishes tolerance limits on ground level and atmospheric pollutant concentrations through enactment of the National Ambient Air Quality Standards (NAAQS). An MPO that has been determined to be in violation of NAAQS is said to be in “non-attainment” status. The C-PCTS area is not presently in non-attainment status. Therefore, no air quality mitigation measures are present in the TIP at this time at the project level.

### **1.12 – Level of Effort (LVOE) (Alabama DOT)**

Projects in the STIP/TIP, which are referred to as Level of Effort (LVOE), represent certain unidentified projects, which will be authorized during the given fiscal year. These projects are placed in the STIP/TIP according to selected funding programs with their anticipated apportionments for each fiscal year within the plan. The selected funding programs include:

- Transportation Alternatives (TAP) / Transportation Enhancement Projects
- Safety Projects such as hazard elimination, roadway and rail, high speed trail, seat belt, blood alcohol content, etc.
- Transportation and Community and System Preservation
- Recreational Trails
- Federal Aid Resurfacing Program
- GARVEE Bond Projects
- County Allocated Funds such as, off system bridge, optional bridge, and STP non-urban
- Federal Transit Sections 5311 (non-urban), and 5310 (Elderly and Disabilities)

Any of these LVOE type projects are pre-approved by the MPO and will not require any further MPO action prior to authorization. The MPO's will be notified as soon as the specific projects within their urban areas are selected and will have five (5) days to decline the projects.

### **1.13 – Financial Constraint**

The FAST Act requires TIPs to be financially constrained. That is, the sum of all project costs cannot exceed the available federal allocation for the MPO plus local and state matches. This document contains projects sponsored by a number of governmental bodies. In order for projects to be included in the local TIP, they must also be in the State Transportation Improvement Program (STIP).

Financial Constraint makes a further demand, but on a more fundamental level. Documentation, whether developed from a database or desktop application, intended for use in a planning document such as the TIP, must include the sources of funding programs of all funds, dollar amounts, project identification numbers and termini descriptions, project phases to be funded, and the year of expected expenditure.

**COLUMBUS-PHENIX CITY MPO**  
**GEORGIA PROJECTS**  
**AND FINANCIAL PLAN**  
**FISCAL YEAR 2018 - 2021**

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## STREET AND HIGHWAY PROJECTS

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| 0013461       | Oversight Services for M230 & CMAQ (FY18)           | 2-1           |
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| 0013926       | SR 85/US 27 @ CR 1660/Miller Road in Columbus       | 2-6           |
| 0013940       | SR 22/US 80 @ Kendall Creek in Columbus             | 2-7           |
| 0014170       | SR 22 Spur @ Weracoba Creek in Columbus             | 2-8           |
| 0014171       | SR 22/US 80 @ Flat Rock Creek in Columbus           | 2-9           |
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| 350860        | Farr Road – Old Cusseta to St. Mary's Road          | 2-36          |
| 332780        | St. Mary's Road – Robin to Northstar                | 2-37          |
| 0005749       | Whittlesey Road – Whitesville to Bradley Park Drive | 2-38          |

| P.I. Number | Project  | Phase   | Year        | Cost                                 | Page Number |
|-------------|--|---------|-------------|--------------------------------------|-------------|
| 0013461     | Oversight Services for M230 & CMAQ Funding                   | PE      | 2018        | \$70,000                             | 2-1         |
| 0015559     | SR 520 / US 280 @ Chattahoochee River in Columbus            | SCP/PE  | 2018        | \$500,000 (SCP)<br>\$600,000 (PE)    | 2-2         |
| 0013462     | Oversight Services for M230 & CMAQ Funding                   | PE      | 2019        | \$70,000                             | 2-3         |
| 0013743     | SR 520 / US 280 EB & WB @ Bagley Creek (Cusseta)             | ROW/CST | 2019 & 2020 | \$250,000 (ROW)<br>\$2,897,000 (CST) | 2-4         |
| 0013601     | SR 219 @ Schley Creek NW of Columbus                         | ROW/CST | 2019 & 2020 | \$250,000 (ROW)<br>\$2,700,000 (CST) | 2-5         |
| 0013926     | SR 85/US 27 @ CR 1660/Miller Road in Columbus                | ROW/CST | 2019 & 2021 | \$520,000 (ROW)<br>\$5,953,000 (CST) | 2-6         |
| 0013940     | SR 22/US 80 @ Kendall Creek in Columbus                      | ROW/CST | 2019 & 2020 | \$260,000 (ROW)<br>\$2,122,000 (CST) | 2-7         |
| 0014170     | SR 22 Spur @ Weracoba Creek in Columbus                      | ROW/CST | 2019 & 2021 | \$260,000 (ROW)<br>\$1,894,000 (CST) | 2-8         |
| 0014171     | SR 22/US 80 @ Flat Rock Creek in Columbus                    | ROW/CST | 2019 & 2021 | \$260,000 (ROW)<br>\$3,788,000 (CST) | 2-9         |
| 0015285     | Infantry Road & Follow Me Trail Extension                    | CST     | 2021        | \$1,317,000                          | 2-10        |
| 0015287     | Mott's Green Plaza   | CST     | 2020        | \$900,000                            | 2-11        |
|             | NHPP - 2001 - Lump Sum - Road Maintenance - National Highway |         |             | \$11,476,000                         | 2-12        |
|             | NHPP - 2001 - Lump Sum - Roadway Light                       |         |             | \$92,000                             | 2-13        |
|             | NHPP - 2001 - Bridge Paint - Interstate                      |         |             | \$2,384,000                          | 2-14        |
|             | NHPP - 2001 - TRAF Control Devices - NHS                     |         |             | \$1,140,000                          | 2-15        |
|             | STP - Z230   |         |             | \$44,075,000                         | 2-16        |
|             | STP - Z240   |         |             | \$6,370,000                          | 2-17        |
|             | NHPP - 2001  |         |             | \$18,247,000                         | 2-18        |
|             | TAP - Z301   |         |             | \$3,323,000                          | 2-19        |
|             | STP - Z240 - Low Impact Bridges - Lump Sum                   |         |             | \$2,064,000                          | 2-20        |
|             | STP - Z230 - Road Maintenance - GT 200K - Lump Sum           |         |             | \$1,988,000                          | 2-21        |
|             | STP - Z240 - Operations - Lump Sum                           |         |             | \$952,000                            | 2-22        |
|             | STP - Z240 - Road Maintenance - Any Area - Lump Sum          |         |             | \$11,714,000                         | 2-23        |
|             | STP - Z240 - Bridge Painting - Lump Sum                      |         |             | \$1,192,000                          | 2-24        |



|  |   |  |  |  |             |      |
|--|---|--|--|--|-------------|------|
|  | STP - Z240 - Traf Control Devises - Lump Sum    |  |  |  | \$1,440,000 | 2.25 |
|  | STP - Z240 - RW Protective Buy - Lump Sum       |  |  |  | \$120,000   | 2.26 |
|  | HSIP - ZS40 - RRX Hazard Elimination - Lump Sum |  |  |  | \$396,000   | 2.27 |
|  | HSIP - ZS50 - RRX Protection Devises - Lump Sum |  |  |  | \$316,000   | 2.28 |

2-a

| P.I. Number | Project                                      | Phase | Year | Cost        | Page Number |
|-------------|--|-------|------|-------------|-------------|
|             | STP - Z240 - CST MGT - Lump Sum              |       |      | \$2,582,000 | 2-29        |
|             | HSIP - ZS30 - Safety - Lump Sum              |       |      | \$7,841,000 | 2-30        |
|             | STP - L220 - Enhancement - Lump Sum          |       |      | \$1,508,000 | 2-31        |
|             | Trails - Z940 - Recreation Trails - Lump Sum |       |      | \$100,000   | 2-32        |
|             | STP - Z240 - Wetland Mitigation - Lump Sum   |       |      | \$96,000    | 2-33        |
| 350860      | Farr Road                                    |       | LR   |             | 2-34        |
| 332780      | St. Mary's Road                              |       | LR   |             | 2-35        |
| 0005749     | Whittlesey Road                              |       | LR   |             | 2-36        |

## CERTIFICATION OF THE COLUMBUS-PHENIX CITY MPO

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Columbus-Phenix City Metropolitan Planning Organization (C-PCMPO), and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

**I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- All major modes of transportation are members of the MPO
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.

UPWP

- The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
- The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
- The UPWP provides funding for the professional development of MPO staff.
- The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
- Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- Planning activities and status reports are submitted quarterly by the MPO to GDOT.

LRTP

- The LRTP incorporates a minimum 20-year planning horizon.
- The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
- The LRTP is fiscally constrained.
- The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
- All of the Fixing America's Surface Transportation (FAST-Act) planning factors were considered in the planning process.

- The LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93.

#### TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

#### Participation Plan

- A 45-day comment period was provided before the Participation Plan process was adopted/revised.
- Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- Opportunities are provided for participation for local, State, and federal environmental resource and permit agencies where appropriate.
- The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- The disposition of comments and changes in the final LRTP and /or TIP are documented and reported when significant comments are submitted.
- Additional time is provided if the "final" document is significantly different from the draft originally made for public review.

- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.

*CMP (applies to TMAs)*

- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.

*List of Obligated Projects*

- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

## **II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93**

- The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- The LRTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

## **III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21**

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.
- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).

**IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**

- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.

**V. Section 1101(b) of the FAST-Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects**

- The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.

**VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**

- The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;

**VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**

- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.

**VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**

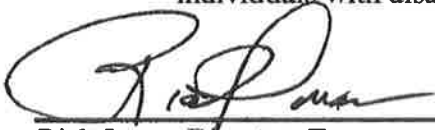
- The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

**IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender**


- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

**X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**


- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments

  
Rick Jones, Director, Transportation Planning Division  
City of Columbus

5/21/17  
Date

  
Radney Simpson, Assistant State Transportation Planning Administrator  
Georgia Department of Transportation, Office of Planning

6/2/17  
Date

  
Cynthia L. VanDyke, State Transportation Planning Administrator  
Georgia Department of Transportation, Office of Planning

6-5-17  
Date

## **LUMP SUM FUNDING**

A portion of the STIP funding is set aside for eleven groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give the Department and MPO flexibility to address projects of an immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sums banks, located in the statewide or “All” county section of the STIP, are listed in a number of funding types for each year for the Department’s convenience in managing and accounting for the funding. These Lump Sum Banks are shown in the TIP/STIP with the words “Lump Sum” in the *project description* and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eleven groups and information about them. Except for groups for preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights of Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of 2014 and a preliminary estimated cost. These projects are also denoted with the words “Uses Lump Sum Bank PI # 000xxxx” in the lower left area of the project listing. To avoid double counting, these projects are not included in the county total at the end of the county.

### **Group: Maintenance**

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

**Group: Safety**

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

**Group: Preliminary Engineering**

Criteria: planning, studies and management systems

This group is a single item

**Group: Roadway/Interchange Lighting**

Criteria: lighting

This group is a single item.

**Group: Rights of Way - Protective Buying and Hardship Acquisitions**

Criteria: purchase of parcel(s) of rights of way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a RW phase in the STIP. This group is a single item.

**Group: Transportation Enhancement**

Criteria: projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs

TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1.

This group has two funding types.

*NOTE: Alabama will continue to award projects from remaining Transportation Enhancement funds until the program funding is fully depleted. At that point, the program will be terminated in favor of project eligibility under the Transportation Alternatives Program (TAP).*



**Group: Safe Routes to Schools**

Criteria: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has three items; Infrastructure & non-infrastructure & any project.

**Group: High Risk Rural Roads**

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

Any roadway functionally classified as a rural major or minor collector or a rural local road and

- A. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
- B. that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway."

**Group: Regional Traffic Signal Optimization**

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

- A. Regional Traffic Operations Concepts
- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing
- E. Identification of minor operational improvement projects to be submitted fir Operational Projects under another Lump Sum category.

Projects will:

- A. Have to support the Regional or Statewide Traffic Signal Concept of Operations
- B. Focus on operating and maintaining the components of traffic control systems
- C. Local or quasi-governmental agencies may be contracted with at the project level.
- D. on which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or that will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating

**Group: Low Impact Bridges**

**Criteria:** Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determinations in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- A. The safety of the travelling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- B. Second only to safety, the program will foster stewardship of Georgia's environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost effective engineering solutions.
- C. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

| MPO LUMP SUM PROJECTS |             |   |    |     |     |     |
|-----------------------|-------------|---|----|-----|-----|-----|
| Chattahoochee         |             |   |    |     |     |     |
| PI #                  | Project No. | Project/Description   | PE | ROW | CST | UTL |
| M004857               |             | SR 26 from SR 520 to Marion County Line                       |    |     |     |     |
| M005424               |             | SR 26 @ Ochillee Creek & SR 49 @ Buck Crk Trib-Culvert Repair |    |     |     |     |

| Harris  |  |   |  |  |  |  |
|---------|--|---|--|--|--|--|
| M005477 |  | I-185 @ 6 LOC in Harris; Muscogee & Troup - Bridge Preservation |  |  |  |  |

| Muscogee |                    |   |            |            |            |  |
|----------|--------------------|---|------------|------------|------------|--|
| 0006101  | CSSTP-0006-00(101) | CR 1172/8th Avenue @ NS #718961U                                |            |            | PRECST     |  |
| 0009117  | CSTEE-0009-00(117) | Wynnton Road Master Plan - Phase I                              |            | Authorized | Authorized |  |
| 0010620  |                    | CR 2228/Fort Benning Rd from CR 325/Levy Road to Fort Benning   |            | Authorized | Authorized |  |
| 0011769  |                    | CR 2883/10th Street @ NS #718898E in Columbus                   |            |            | PRECST     |  |
| 0011847  |                    | CR 1193/CR 2640/3rd Avenue @ NS #718983U in Columbus            |            |            | PRECST     |  |
| 0011848  |                    | CS 1176/5th Avenue @ NS #718980Y in Columbus                    |            |            | PRECST     |  |
| 0013373  |                    | SR 22 @ CR 1505/Bradley Park Dr - Diverging Diamond Interchange |            |            | PRECST     |  |
| 0013581  |                    | CR 1170 / 10th Avenue @ GSR #635751X in Columbus                |            |            | Authorized |  |
| 0013881  |                    | CR 2641 / 3rd Ave @ NS #719033D in Columbus                     |            |            | PRECST     |  |
| 0014083  |                    | SR 22/US 80 From Alabama State Line to SR 85/US 27 ALT          | Authorized |            | PRECST     |  |
| 0015150  |                    | SR 22/US 80 @ 10 LOCS in Columbus                               | PRECST     |            | PRECST     |  |
| 0015197  |                    | CR 455/Andrews Road @ CGR #718920P                              |            |            | PRECST     |  |
| 0015476  |                    | CR 361/Conner Road @ CGR #718928U                               |            |            | PRECST     |  |
| M004517  |                    | I-185 @ 16 LOCS - Sign Upgrades                                 |            |            |            |  |
| M005022  |                    | SR 85 from SR 22 Connector to SR 1                              |            |            |            |  |
| M005076  |                    | SR 22/US 80 from Kendall Creek to Talbot County Line            |            |            |            |  |
| M005425  |                    | I-75 @ 1 LOC & I-185 @ 2 LOCS - Bridge Rehab                    |            |            |            |  |
| M005680  |                    | SR 22 @ 3 LOCS & I-185 @ 1 LOC - Bridge Preservation            |            |            |            |  |

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

(Z001)

IN (000'S)

ANTICIPATED REVENUES

| PI #                 | PROJECT NAME   | TIER I |     |         |        |         |         |       |      |         |     |      |          |
|----------------------|--|--------|-----|---------|--------|---------|---------|-------|------|---------|-----|------|----------|
|                      |  | FY18   |     |         |        | FY19    |         |       | FY20 |         |     | FY21 |          |
|                      |  | PE     | RW  | CST     | SCP/PE | RW      | CST     | PE    | RW   | UTL/CST | PE  | RW   | CST      |
|                      | Road Maintenance   | \$0    | \$0 | \$3,554 | \$500  | \$0     | \$3,554 | \$0   | \$0  | \$2,184 | \$0 | \$0  | \$2,184  |
|                      | Bridge Paint Interstate                                  | \$0    | \$0 | \$596   | \$0    | \$0     | \$596   | \$0   | \$0  | \$596   | \$0 | \$0  | \$596    |
|                      | Roadway Light  | \$0    | \$0 | \$32    | \$0    | \$0     | \$20    | \$0   | \$0  | \$20    | \$0 | \$0  | \$20     |
|                      | Traf. Control  |        |     |         |        |         |         |       |      |         |     |      |          |
|                      | Devises - NHS  | \$0    | \$0 | \$89    | \$0    | \$0     | \$99    | \$0   | \$0  | \$476   | \$0 | \$0  | \$476    |
| 0015559              | SR 520/US 280 @ Chatt. River in Cols.                    | \$0    | \$0 | \$0     | \$0    | \$0     | \$0     | \$600 | \$0  | \$0     | \$0 | \$0  | \$0      |
| 0013743              | SR 520/US 280 EB & WB @ Bagley Creek (Cusseta)           | \$0    | \$0 | \$0     | \$0    | \$59    | \$0     | \$0   | \$0  | \$3,001 | \$0 | \$0  | \$0      |
| 0013926              | SR 85/US 27 Alt. SB & NB @ CR 1660/Miller Rd in Columbus | \$0    | \$0 | \$0     | \$0    | \$520   | \$0     | \$0   | \$0  | \$0     | \$0 | \$0  | \$5,953  |
| 0013940              | SR 22/US 80 @ Kendall Creek (Cols)                       | \$0    | \$0 | \$0     | \$0    | \$260   | \$0     | \$0   | \$0  | \$2,122 | \$0 | \$0  | \$0      |
| 0014170              | SR 22 Spur @ Wecoba Creek (Cols)                         | \$0    | \$0 | \$0     | \$0    | \$260   | \$0     | \$0   | \$0  | \$0     | \$0 | \$0  | \$1,894  |
| 0014171              | SR 22/US 80 @ Flatrock Ck (Cols)                         | \$0    | \$0 | \$0     | \$0    | \$260   | \$0     | \$0   | \$0  | \$0     | \$0 | \$0  | \$3,788  |
| SUBTOTAL Z001 COSTS  |  | \$0    | \$0 | \$4,271 | \$500  | \$1,359 | \$4,269 | \$600 | \$0  | \$8,399 | \$0 | \$0  | \$14,911 |
| TOTAL Z001 COSTS     |  |        |     | \$4,271 |        |         | \$6,128 |       |      | \$8,999 |     |      | \$14,911 |
| AVAILABLE Z001 FUNDS |  |        |     | \$4,271 |        |         | \$6,128 |       |      | \$8,999 |     |      | \$14,911 |

2-g

Utilities & Construction Cost are combined.

**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

ZS30 (LUMP SUM)

IN (000'S)

**ANTICIPATED REVENUES**

| PI #                 | PROJECT<br>NAME | TIER I |     |         |      |     |         |      |     |         |      |     |         |
|----------------------|-----------------|--------|-----|---------|------|-----|---------|------|-----|---------|------|-----|---------|
|                      |                 | FY18   |     |         | FY19 |     |         | FY20 |     |         | FY21 |     |         |
|                      |                 | PE     | RW  | CST     | PE   | RW  | CST     | PE   | RW  | CST     | PE   | RW  | CST     |
|                      | Safety Lump Sum | \$0    | \$0 | \$1,886 | \$0  | \$0 | \$1,985 | \$0  | \$0 | \$1,985 | \$0  | \$0 | \$1,985 |
|                      |                 |        |     |         |      |     |         |      |     |         |      |     |         |
| SUBTOTAL ZS30 COSTS  |                 | \$0    | \$0 | \$1,886 | \$0  | \$0 | \$1,985 | \$0  | \$0 | \$1,985 | \$0  | \$0 | \$1,985 |
| TOTAL ZS30 COSTS     |                 |        |     | \$1,886 |      |     | \$1,985 |      |     | \$1,985 |      |     | \$1,985 |
| AVAILABLE ZS30 FUNDS |                 |        |     | \$1,886 |      |     | \$1,985 |      |     | \$1,985 |      |     | \$1,985 |

**SURFACE TRANSPORTATION PROGRAM (STP)**

(L220)

IN (000'S)

**ANTICIPATED REVENUES**

| PI #                 | PROJECT<br>NAME         | TIER I |     |       |      |     |       |      |     |       |      |     |       |
|----------------------|-------------------------|--------|-----|-------|------|-----|-------|------|-----|-------|------|-----|-------|
|                      |                         | FY18   |     |       | FY19 |     |       | FY20 |     |       | FY21 |     |       |
|                      |                         | PE     | RW  | CST   | PE   | RW  | CST   | PE   | RW  | CST   | PE   | RW  | CST   |
|                      | Enhancement<br>Lump Sum | \$0    | \$0 | \$377 | \$0  | \$0 | \$377 | \$0  | \$0 | \$377 | \$0  | \$0 | \$377 |
|                      |                         |        |     |       |      |     |       |      |     |       |      |     |       |
| SUBTOTAL L220 COSTS  |                         | \$0    | \$0 | \$377 | \$0  | \$0 | \$377 | \$0  | \$0 | \$377 | \$0  | \$0 | \$377 |
| TOTAL L220 COSTS     |                         |        |     | \$377 |      |     | \$377 |      |     | \$377 |      |     | \$377 |
| AVAILABLE L220 FUNDS |                         |        |     | \$377 |      |     | \$377 |      |     | \$377 |      |     | \$377 |

**SURFACE TRANSPORTATION PROGRAM (STP)**  
**STP FUNDING FOR TMA URBANIZED AREAS: (Z230)**  
**IN (000'S)**

**ANTICIPATED REVENUES**

| PI #                        | PROJECT NAME               | TIER I |     |       |       |     |       |       |     |       |       |     |       |
|-----------------------------|----------------------------|--------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|
|                             |                            | FY18   |     |       | FY19  |     |       | FY20  |     |       | FY21  |     |       |
|                             |                            | PE     | RW  | CST   | PE    | RW  | CST   | PE    | RW  | CST   | PE    | RW  | CST   |
|                             | Road Maintenance - GT 200k | \$0    | \$0 | \$497 | \$0   | \$0 | \$497 | \$0   | \$0 | \$497 | \$0   | \$0 | \$497 |
|                             |                            |        |     |       |       |     |       |       |     |       |       |     |       |
| <b>SUBTOTAL Z230 COSTS</b>  |                            | \$0    |     |       | \$0   |     |       | \$0   |     |       | \$0   |     |       |
| <b>TOTAL Z230 COSTS</b>     |                            | \$497  |     |       | \$497 |     |       | \$497 |     |       | \$497 |     |       |
| <b>AVAILABLE Z230 FUNDS</b> |                            | \$497  |     |       | \$497 |     |       | \$497 |     |       | \$497 |     |       |

**TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**  
**Recreation Trails (Z940)**  
**IN (000'S)**

**ANTICIPATED REVENUES**

| PI #                        | PROJECT NAME        | TIER I |     |      |      |     |      |      |     |      |      |     |      |
|-----------------------------|---------------------|--------|-----|------|------|-----|------|------|-----|------|------|-----|------|
|                             |                     | FY18   |     |      | FY19 |     |      | FY20 |     |      | FY21 |     |      |
|                             |                     | PE     | RW  | CST  | PE   | RW  | CST  | PE   | RW  | CST  | PE   | RW  | CST  |
|                             | Recreational Trails | \$0    | \$0 | \$25 | \$0  | \$0 | \$25 | \$0  | \$0 | \$25 | \$0  | \$0 | \$25 |
|                             |                     |        |     |      |      |     |      |      |     |      |      |     |      |
| <b>SUBTOTAL Z940 COSTS</b>  |                     | \$0    |     |      | \$0  |     |      | \$0  |     |      | \$0  |     |      |
| <b>TOTAL Z940 COSTS</b>     |                     | \$25   |     |      | \$25 |     |      | \$25 |     |      | \$25 |     |      |
| <b>AVAILABLE Z940 FUNDS</b> |                     | \$25   |     |      | \$25 |     |      | \$25 |     |      | \$25 |     |      |

**SURFACE TRANSPORTATION PROGRAM (STP)  
(Z240)  
IN (000'S)**

**ANTICIPATED REVENUES**

| PI #                        | PROJECT NAME                           | TIER I     |            |                |            |              |                |            |            |                |            |            |                |
|-----------------------------|--|------------|------------|----------------|------------|--------------|----------------|------------|------------|----------------|------------|------------|----------------|
|                             |  | FY18       |            |                | FY19       |              |                | FY20       |            |                | FY21       |            |                |
|                             |  | PE         | RW         | CST            | PE         | RW           | CST            | PE         | RW         | CST            | PE         | RW         | CST            |
|                             | Road Maintenance - Any Area            | \$0        | \$0        | \$3,177        | \$0        | \$0          | \$3,177        | \$0        | \$0        | \$2,680        | \$0        | \$0        | \$2,680        |
|                             | Bridge Painting                        | \$0        | \$0        | \$298          | \$0        | \$0          | \$298          | \$0        | \$0        | \$298          | \$0        | \$0        | \$298          |
|                             | Traffic Control Devices                | \$0        | \$0        | \$606          | \$0        | \$0          | \$596          | \$0        | \$0        | \$119          | \$0        | \$0        | \$119          |
|                             | RW Protective Buy                      | \$0        | \$0        | \$30           | \$0        | \$0          | \$30           | \$0        | \$0        | \$30           | \$0        | \$0        | \$30           |
|                             | CST MGMT                               | \$0        | \$0        | \$794          | \$0        | \$0          | \$596          | \$0        | \$0        | \$596          | \$0        | \$0        | \$596          |
|                             | Operations                             | \$0        | \$0        | \$238          | \$0        | \$0          | \$238          | \$0        | \$0        | \$238          | \$0        | \$0        | \$238          |
|                             | Wetland Mitigation                     | \$0        | \$0        | \$24           | \$0        | \$0          | \$24           | \$0        | \$0        | \$24           | \$0        | \$0        | \$24           |
|                             | Low Impact Bridges                     | \$0        | \$0        | \$516          | \$0        | \$0          | \$516          | \$0        | \$0        | \$516          | \$0        | \$0        | \$516          |
| 0013601                     | SR 219 @ Schley Creek NW of Cols. Auth | \$0        | \$0        | \$0            | \$0        | \$284        | \$0            | \$0        | \$0        | \$4,103        | \$0        | \$0        | \$0            |
| <b>SUBTOTAL Z240 COSTS</b>  |  | <b>\$0</b> | <b>\$0</b> | <b>\$5,683</b> | <b>\$0</b> | <b>\$284</b> | <b>\$5,475</b> | <b>\$0</b> | <b>\$0</b> | <b>\$8,604</b> | <b>\$0</b> | <b>\$0</b> | <b>\$4,501</b> |
| <b>TOTAL Z240 COSTS</b>     |  |            |            | <b>\$5,683</b> |            |              | <b>\$5,759</b> |            |            | <b>\$8,604</b> |            |            | <b>\$4,501</b> |
| <b>AVAILABLE Z240 FUNDS</b> |  |            |            | <b>\$5,683</b> |            |              | <b>\$5,759</b> |            |            | <b>\$8,604</b> |            |            | <b>\$4,501</b> |

Utility & Construction Cost are combined.

**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)  
RAILROAD HAZARD FUNDS (ZS40)  
IN (000'S)**

| IN (000'S)           |                  | ANTICIPATED REVENUES |     |      |      |     |      |      |     |      |      |     |      |
|----------------------|------------------|----------------------|-----|------|------|-----|------|------|-----|------|------|-----|------|
| PROJECT<br>NAME      |                  | TIER I               |     |      |      |     |      |      |     |      |      |     |      |
|                      |                  | FY18                 |     |      | FY19 |     |      | FY20 |     |      | FY21 |     |      |
|                      |                  | PE                   | RW  | CST  | PE   | RW  | CST  | PE   | RW  | CST  | PE   | RW  | CST  |
|                      | RRX Hazard Elim. | \$0                  | \$0 | \$99 | \$0  | \$0 | \$99 | \$0  | \$0 | \$99 | \$0  | \$0 | \$99 |
|                      |                  |                      |     |      |      |     |      |      |     |      |      |     |      |
| SUBTOTAL ZS40 COSTS  |                  | \$0                  | \$0 | \$99 | \$0  | \$0 | \$99 | \$0  | \$0 | \$99 | \$0  | \$0 | \$99 |
| TOTAL ZS40 COSTS     |                  |                      |     | \$99 |      |     | \$99 |      |     | \$99 |      |     | \$99 |
| AVAILABLE ZS40 FUNDS |                  |                      |     | \$99 |      |     | \$99 |      |     | \$99 |      |     | \$99 |

**HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)  
RAILROAD PROTECTION DEVICES FUNDS (ZS50)  
IN (000'S)**

| IN (000'S)           |                    |      |     |      |      |     |      |      |     |      |      |     |      |
|----------------------|--------------------|------|-----|------|------|-----|------|------|-----|------|------|-----|------|
| ANTICIPATED REVENUES |                    |      |     |      |      |     |      |      |     |      |      |     |      |
| TIER I               |                    |      |     |      |      |     |      |      |     |      |      |     |      |
| PI #                 | PROJECT NAME       | FY18 |     |      | FY19 |     |      | FY20 |     |      | FY21 |     |      |
|                      |                    | PE   | RW  | CST  | PE   | RW  | CST  | PE   | RW  | CST  | PE   | RW  | CST  |
|                      | RRX Protection Dev | \$0  | \$0 | \$79 | \$0  | \$0 | \$79 | \$0  | \$0 | \$79 | \$0  | \$0 | \$79 |
|                      |                    |      |     |      |      |     |      |      |     |      |      |     |      |
| SUBTOTAL ZS50 COSTS  |                    | \$0  | \$0 | \$79 | \$0  | \$0 | \$79 | \$0  | \$0 | \$79 | \$0  | \$0 | \$79 |
| TOTAL ZS50 COSTS     |                    |      |     | \$79 |      |     | \$79 |      |     | \$79 |      |     | \$79 |
| AVAILABLE ZS50 FUNDS |                    |      |     | \$79 |      |     | \$79 |      |     | \$79 |      |     | \$79 |



**SURFACE TRANSPORTATION PROGRAM (STP)  
STP FUNDING FOR TMA URBANIZED AREAS (Z230)  
IN (000'S)**

**ANTICIPATED REVENUES**

| PI #                        | PROJECT<br>NAME                                 | TIER I |     |     |      |     |     |      |     |       |      |     |         |
|-----------------------------|---|--------|-----|-----|------|-----|-----|------|-----|-------|------|-----|---------|
|                             |   | FY18   |     |     | FY19 |     |     | FY20 |     |       | FY21 |     |         |
|                             |   | PE     | RW  | CST | PE   | RW  | CST | PE   | RW  | CST   | PE   | RW  | CST     |
| 0015287                     | Mott's Green Plaza                              | \$0    | \$0 | \$0 | \$0  | \$0 | \$0 | \$0  | \$0 | \$720 | \$0  | \$0 | \$0     |
|                             | Infantry Road &<br>Follow Me Trail<br>Extension | \$0    | \$0 | \$0 | \$0  | \$0 | \$0 | \$0  | \$0 | \$0   | \$0  | \$0 | \$1,054 |
|                             |   |        |     |     |      |     |     |      |     |       |      |     |         |
|                             |   |        |     |     |      |     |     |      |     |       |      |     |         |
|                             |   |        |     |     |      |     |     |      |     |       |      |     |         |
|                             |   |        |     |     |      |     |     |      |     |       |      |     |         |
|                             |   |        |     |     |      |     |     |      |     |       |      |     |         |
|                             |   |        |     |     |      |     |     |      |     |       |      |     |         |
|                             |   |        |     |     |      |     |     |      |     |       |      |     |         |
| <b>SUBTOTAL Z230 COSTS</b>  |   | \$0    | \$0 | \$0 | \$0  | \$0 | \$0 | \$0  | \$0 | \$720 | \$0  | \$0 | \$1,054 |
| <b>TOTAL Z230 COSTS</b>     |   |        |     | \$0 |      |     | \$0 |      |     | \$720 |      |     | \$1,054 |
| <b>AVAILABLE Z230 FUNDS</b> |   |        |     | \$0 |      |     | \$0 |      |     | \$720 |      |     | \$1,054 |

**SURFACE TRANSPORTATION PROGRAM (STP)  
STP FUNDING FOR ANY AREA (Z240)  
IN (000'S)**

**ANTICIPATED REVENUES**

| PI #                        | PROJECT<br>NAME                                    | TIER I      |            |             |             |              |              |             |            |                |             |             |             |
|-----------------------------|--|-------------|------------|-------------|-------------|--------------|--------------|-------------|------------|----------------|-------------|-------------|-------------|
|                             |  | FY18        |            |             | FY19        |              |              | FY20        |            |                | FY21        |             |             |
|                             |  | PE          | RW         | CST         | PE          | RW           | CST          | PE          | RW         | CST            | PE          | RW          | CST         |
| 0013461                     | Oversight Services<br>for M230 &<br>CMAQ - FY 2018 | \$70        | \$0        | \$0         | \$0         | \$0          | \$0          | \$0         | \$0        | \$0            | \$0         | \$0         | \$0         |
| 0013462                     | Oversight Services<br>for M230 &<br>CMAQ - FY 2019 | \$0         | \$0        | \$0         | \$70        | \$0          | \$0          | \$0         | \$0        | \$0            | \$0         | \$0         | \$0         |
| 0013601                     | SR 219 @ Schley<br>Creek NW of Coles               | \$0         | \$0        | \$0         | \$0         | \$250        | \$0          | \$0         | \$0        | \$2,700        | \$0         | \$0         | \$0         |
| 0013463                     | Oversight Services<br>for M230 &<br>CMAQ - FY 2020 | \$0         | \$0        | \$0         | \$0         | \$0          | \$0          | \$70        | \$0        | \$0            | \$0         | \$0         | \$0         |
| 0013464                     | Oversight Services<br>for M230 &<br>CMAQ - FY 2021 | \$0         | \$0        | \$0         | \$0         | \$0          | \$0          | \$0         | \$0        | \$0            | \$70        | \$0         | \$0         |
| <b>SUBTOTAL Z240 COSTS</b>  |  | <b>\$70</b> | <b>\$0</b> | <b>\$0</b>  | <b>\$70</b> | <b>\$250</b> | <b>\$0</b>   | <b>\$70</b> | <b>\$0</b> | <b>\$2,700</b> | <b>\$70</b> | <b>\$0</b>  | <b>\$0</b>  |
| <b>TOTAL Z240 COSTS</b>     |  |             |            | <b>\$70</b> |             |              | <b>\$320</b> |             |            | <b>\$2,770</b> |             | <b>\$70</b> | <b>\$70</b> |
| <b>AVAILABLE Z240 FUNDS</b> |  |             |            | <b>\$70</b> |             |              | <b>\$320</b> |             |            | <b>\$2,770</b> |             | <b>\$70</b> | <b>\$70</b> |

**LOCAL FUNDING**  
IN ('000'S)



**SURFACE TRANSPORTATION PROGRAM (STP)  
STP FUNDING FOR ANY AREA (M240)  
IN (000'S)**

**ANTICIPATED REVENUES**

| PI #                       | PROJECT NAME                       | TIER II    |            |            |            |            |            |            |            |
|----------------------------|------------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|
|                            |                                    | FY19       |            |            |            | FY20       |            |            |            |
|                            |                                    | PE         | RW         | CST        | PE         | RW         | CST        | RW         | CST        |
| 332780                     | St. Mary's Rd – Robin to Northstar | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        | \$0        |
|                            |                                    |            |            |            |            |            |            |            |            |
|                            |                                    |            |            |            |            |            |            |            |            |
|                            |                                    |            |            |            |            |            |            |            |            |
|                            |                                    |            |            |            |            |            |            |            |            |
|                            |                                    |            |            |            |            |            |            |            |            |
| <b>SUBTOTAL M240 COSTS</b> |                                    | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |
| <b>TOTAL M240 COSTS</b>    |                                    |            |            | <b>\$0</b> | <b>\$0</b> |            | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |

| COLUMBUS / FY 2018 - 2021 |      |                            |                     |                     |                     |                     |                      |
|---------------------------|------|----------------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| TOTAL EXPECTED REVENUES   |      |                            |                     |                     |                     |                     |                      |
| STIP FUNDS (MATCHED)      |      |                            |                     |                     |                     |                     |                      |
| FUND                      | CODE | LUMP DESCRIPTION           | 2018                | 2019                | 2020                | 2021                | TOTAL                |
| NHPP                      | Z001 |                            | \$500,000           | \$1,500,000         | \$5,497,332         | \$10,750,000        | \$18,247,332         |
| STP                       | Z230 |                            | \$3,582,365         | \$13,457,731        | \$13,497,844        | \$13,537,958        | \$44,075,898         |
| STP                       | Z240 |                            | \$17,500            | \$267,500           | \$6,067,500         | \$17,500            | \$6,370,000          |
| TAP                       | Z301 |                            | \$383,917           | \$976,076           | \$979,877           | \$983,678           | \$3,323,548          |
| Transit                   | 5303 |                            | \$149,873           | \$149,873           | \$149,873           | \$149,873           | \$599,492            |
| Transit                   | 5304 |                            | \$2,172             | \$2,172             | \$2,172             | \$2,172             | \$8,688              |
| Transit                   | 5307 |                            | \$8,719,953         | \$8,719,953         | \$-                 | \$-                 | \$17,439,906         |
| Transit                   | 5339 |                            | \$317,954           | \$317,954           | \$-                 | \$-                 | \$635,908            |
| NHPP                      | Z001 | BRIDGE PAINT-INTERSTATE    | \$596,000           | \$596,000           | \$596,000           | \$596,000           | \$2,384,000          |
| NHPP                      | Z001 | ROAD MAINT – NAT'L HWY     | \$3,554,000         | \$3,544,000         | \$2,184,000         | \$2,184,000         | \$11,476,000         |
| NHPP                      | Z001 | ROADWAY LIGHTING           | \$32,000            | \$20,000            | \$20,000            | \$20,000            | \$92,000             |
| NHPP                      | Z001 | TRAF CONTROL DEVICES - NHS | \$89,000            | \$99,000            | \$476,000           | \$476,000           | \$1,140,000          |
| STP                       | L220 | ENHANCEMENT                | \$377,000           | \$377,000           | \$377,000           | \$377,000           | \$1,508,000          |
| STP                       | Z230 | ROAD MAINT – GT 200K       | \$497,000           | \$497,000           | \$497,000           | \$497,000           | \$1,988,000          |
| STP                       | Z240 | CST MGMT                   | \$794,000           | \$596,000           | \$596,000           | \$596,000           | \$2,582,000          |
| STP                       | Z240 | OPERATIONS                 | \$238,000           | \$238,000           | \$238,000           | \$238,000           | \$952,000            |
| STP                       | Z240 | ROAD MAINT – ANY AREA      | \$3,177,000         | \$3,177,000         | \$2,680,000         | \$2,680,000         | \$11,714,000         |
| STP                       | Z240 | BRIDGE PAINTING            | \$298,000           | \$298,000           | \$298,000           | \$298,000           | \$1,192,000          |
| STP                       | Z240 | LOW IMPACT BRIDGES         | \$516,000           | \$516,000           | \$516,000           | \$516,000           | \$2,064,000          |
| STP                       | Z240 | TRAF CONTROL DEVICES       | \$606,000           | \$596,000           | \$119,000           | \$119,000           | \$1,440,000          |
| STP                       | Z240 | RW PROTECTIVE BUY          | \$30,000            | \$30,000            | \$30,000            | \$30,000            | \$120,000            |
| STP                       | Z240 | WETLAND MITIGATION         | \$24,000            | \$24,000            | \$24,000            | \$24,000            | \$96,000             |
| Trails                    | Z940 | RECREATIONAL TRAILS        | \$25,000            | \$25,000            | \$25,000            | \$25,000            | \$100,000            |
| HSIP                      | ZS30 | SAFETY                     | \$1,886,000         | \$1,985,000         | \$1,985,000         | \$1,985,000         | \$7,841,000          |
| HSIP                      | ZS40 | RRX HAZARD ELIM            | \$99,000            | \$99,000            | \$99,000            | \$99,000            | \$396,000            |
| HSIP                      | ZS50 | RRX PROTECTION DEV         | \$79,000            | \$79,000            | \$79,000            | \$79,000            | \$316,000            |
| <b>TOTAL</b>              |      |                            | <b>\$26,590,734</b> | <b>\$38,197,259</b> | <b>\$37,033,598</b> | <b>\$36,280,181</b> | <b>\$138,101,772</b> |

**CARRY OVER STATEMENT  
AND  
WORK AUTHORIZED**



## **CARRY OVER FUNDING**

### **Where carryover funding comes from:**

Carryover funding describes two types of federal funds not obligated in the year appropriated. The first type of these funds results, when a State is unable to fully access the annual distribution of funds due to a congressional budgetary restriction call of “obligation authority”. Obligation authority restricts a state from spending total appropriated funds. Un-obligated balances of appropriated funds may be utilized to funds projects in the following ways:

1. A state may choose to advance fund the construction authorization of a federal-aid project by temporarily funding the federal share with non-federal funds. Multi-year Transportation Acts allow states to advance construction up to the contract authority provided in the Act. Advance construction is a method of “pre-financing” the federal share of project costs. These costs are later converted to regular highway funds as Congress provides new appropriation and/or obligation authority.
2. A state can use carryover funds when obligation authority is re-distributed from other states. Near the end of each federal fiscal year, the Federal Highway Administration redistributes obligation authority from states that return unused spending authority.
3. A state can use un-obligated balances to fund a project if Congress appropriates additional obligation authority.

The second type of carryover funds results when a State does not fully obligate special federal-aid funding categories such as minimum guarantee, highway demonstration projects, and high priority projects. For these types of funding categories, Appropriations Acts provide obligation authority for each appropriated dollar.

### **How carryover funds are used:**

The following describes how the STIP Financial Plan (SFP) is developed. The SFP is the spending plan for allocating transportation funding to state and local projects. It addresses a time period of four years, and, by law, is financially constrained by forecasted funding levels. Forecasted funding levels are based on the historical spending authority provided to the State in the last available year. These levels are adjusted to funding estimates provided in the current multi-year transportation bill. Added to the adjusted funding ceiling are the previously appropriated/allocated Federal funds (carryover) that are unexpended and available. Both types of carryover funds are assigned to projects. However, Type 2 carryover funds are not used until all the current year obligation authority has been utilized. If the advances construction method is used, Type 1 carryover funds, a conversion project is set up in the STIP for the year that federal funds are going to be used to reimburse project costs.

### **How carryover funds are shown for fiscal constraint:**

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires that the State Transportation Improvement Program (STIP) “...include a project, or an identified phase of a project, only if full funding can reasonable be anticipated to be available”. Since both types of carryover funds can be used to fund projects in a year different than the year funds were received, they are reasonable available and are added to the annual estimated appropriated funds for the period covered by the STIP.

The STIP financial plan fully documents the amount of carryover funds by year and category of funding, as well as, estimates of future revenues.

**NOTE:** *MPO Carryover in Alabama: MPOs are limited to three years of carryover. Unexpended funds will be returned to the funding pool for reallocation.*



**MPO AUTHORIZED PROJECTS (GA)**

| PI #                        | Phase | Auth Date | Project   | Cost            |
|-----------------------------|-------|-----------|---|-----------------|
| 0010915                     | PE    | 2015      | Oversight Services for M230 & CMAQ Funded TIP PROJ-FY15           | \$9,000.00      |
| 0010916                     | PE    | 2016      | Oversight Services for M230 & CMAQ Funded TIP PROJ-FY16           | \$21,000.00     |
| 0010917                     | PE    | 2017      | Oversight Services for M230 & CMAQ Funded TIP PROJ-FY17           | \$21,000.00     |
| 0012931                     | PLN   | 2015      | PL Columbus - FY 2015   | \$214,763.12    |
| 0013401                     | PLN   | 2016      | PL Columbus - FY 2016   | \$215,366.80    |
| 0014107                     | PLN   | 2017      | PL Columbus - FY 2017   | \$167,159.19    |
| <b>CHATTAHOOCHEE COUNTY</b> |       |           |   |                 |
| 0013743                     | PE    | 2016      | SR 520/US 280 EB & WB @ Bagley Creek - 2 MI SE of Cusseta         | \$600,000.00    |
| M005424                     | MCST  | 2017      | SR 26 @ Ochillee Crk & SR 49 @ Buck Crk Trib-Culvert Repair       | \$469,651.68    |
| M005424                     | MPE   | 2017      | SR 26 @ Ochillee Crk & SR 49 @ Buck Crk Trib-Culvert Repair       | \$88,285.97     |
| <b>HARRIS COUNTY</b>        |       |           |   |                 |
| M005477                     | MPE   | 2017      | I-185 @ 6 Loc in Harris, Muscogee & Troup-Bridge Preservation     | \$1,200.00      |
| <b>MUSCOGEE COUNTY</b>      |       |           |   |                 |
| 0007633                     | CST   | 2016      | South Lumpkin Road Trail in Columbus - Phase II                   | \$1,947,244.83  |
| 0009117                     | CST   | 2017      | Wynnton Road Master Plan - Phase I                                | \$2,582,187.00  |
| 0010620                     | CST   | 2017      | CR 2228 / Fort Benning Rd from CR 325/Levy Road to Fort Benning   | \$3,137,279.00  |
| 0011434                     | CST   | 2016      | CR 62 / Cusseta Road from Fort Benning Rd to Stanton Drive - TIA  | \$11,866,964.00 |
| 0011656                     | CST   | 2015      | CR 566 / Oakview Avenue @ GCR #635750R in Columbus                | \$174,992.21    |
| 0011656                     | ROW   | 2015      | CR 566 / Oakview Avenue @ GCR #635750R in Columbus                | \$80,000.00     |
| 0013235                     | CST   | 2015      | I-185 @ SR 22 / US 80 - Landscaping                               | \$205,000.00    |
| 0013373                     | PE    | 2016      | SR 22 @ CR 1505 / Bradley Park Dr - Diverging Diamond Interchange | \$250,000.00    |
| 0013581                     | CST   | 2017      | CR 1170 / 10th Avenue @ GSR #635751X in Columbus                  | \$160,934.32    |
| 0013601                     | PE    | 2016      | SR 219 @ Schley Creek NW of Columbus                              | \$500,000.00    |
| 0013645                     | CST   | 2016      | I-185 from SR 52 to N of SR 85 @ 32 BCT LOC                       | \$48,287.05     |
| 0013645                     | PE    | 2016      | I-185 from SR 52 to N of SR 85 @ 32 BCT LOC                       | \$2,400.00      |

| MPO AUTHORIZED PROJECTS (GA) - MUSCOGEE COUNTY CONTINUED |      |      |  |  |                 |
|--|------|------|--|--|-----------------|
| 0013926  | PE   | 2017 | SR 85 / US 27 Alt SB & NB @ CR 1660 / Miller Road in Columbus        |  | \$1,000,000.00  |
| 0013940  | PE   | 2017 | SR 22 / US 80 @ Kendall Creek in Columbus                            |  | \$500,000.00    |
| 0014016  | PE   | 2016 | SR 22 / US 80 from Alabama State Line to SR 85/US 27 Alt.            |  | \$252,000.00    |
| 0014083  | PE   | 2016 | SR 22 / US 80 from Alabama State Line to SR 85/US 27 Alt.            |  | \$165,120.00    |
| 0014170  | PE   | 2017 | SR 22 Spur @ Weracoba Creek in Columbus                              |  | \$500,000.00    |
| 0014171  | PE   | 2017 | SR 22 / US 80 @ Flatrock Creek in Columbus                           |  | \$750,000.00    |
| 0015285  | PE   | 2017 | Infantry Road & Follow Me Trail Extension                            |  | \$183,000.00    |
| 0015287  | PE   | 2017 | Mott's Green Plaza   |  | \$100,000.00    |
| 350730   | CST  | 2016 | SR 982 / Talbotton Road from 7th Avenue to Woodruff Rd/Hilton Avenue |  | \$25,326,852.26 |
| 350730   | PE   | 2015 | SR 982 / Talbotton Road from 7th Avenue to Woodruff Rd/Hilton Avenue |  | \$419,020.00    |
| M004890  | MCST | 2015 | SR 22 / US 80 fm Alabama State Line to 0.11 MI W of SR 22 Conn       |  | \$689,396.13    |
| M004902  | MCST | 2016 | SR 22 Spur from SR 1 to CS 2111 / Reese Road                         |  | \$2,637,773.23  |
| M005306  | MCST | 2015 | I-185 @ 8 LOCS - Bridge Preservation                                 |  | \$892,883.82    |
| M005306  | MPE  | 2015 | I-185 @ 8 LOCS - Bridge Preservation                                 |  | \$2,977.20      |
| M005425  | MPE  | 2016 | I-75 @ 1 LOC & 185 @ 2 LOCS - Bridge Rehab                           |  | \$169,211.97    |
| M005680  | MPE  | 2017 | SR 22 @ 3 LOCS & I-185 @ 1 LOC - Bridge Preservation                 |  | \$10,500.00     |

| TRANSIT |      |      |   |  |              |
|---------|------|------|---|--|--------------|
| T005310 | TPLN | 2015 | Columbus (METRA) 5303 FY 15 GA-80-0009-00             |  | \$116,631.00 |
| T005327 | TCAP | 2015 | Columbus/METRA FY 2015 5307 Match Funds Only          |  | \$174,429.00 |
| T005328 | TPLN | 2015 | Columbus/METRA FY 2015 5307 Planning State Match Only |  | \$24,599.00  |
| T005579 | TCAP | 2015 | Columbus/METRA FY 2016 Capital (10%) STATE MATCH ONLY |  | \$188,160.00 |
| T005417 | TPLN | 2016 | Columbus FY 2016 5303 GA-80-0009-02                   |  | \$116,631.00 |
| T005578 | TPLN | 2016 | Columbus/METRA FY 2016 (10%) STATE MATCH ONLY         |  | \$17,666.00  |
| T005931 | TPLN | 2017 | Columbus FY 17 5303 GA-80-0009                        |  | \$119,898.00 |

**COLUMBUS, HARRIS & CHATTAHOOCHEE COUNTIES**

**TIP PROJECTS**

**FISCAL YEAR**

**2018 – 2021**



**PI # 0013461– Oversight Services for M230 & CMAQ Funded TIP Proj - FY18**

|                           |                             |  |                             |
|---------------------------|-----------------------------|--|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> |  | <b>County:</b> Muscogee     |
| <b>P.I. #:</b> 0013461    | <b>Existing Lanes:</b>      |  | <b>DOT District:</b> 3      |
| <b>TIP #:</b> GA-0013461  | <b>Proposed Lanes:</b>      |  | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             |  | <b>RDC:</b> River Valley RC |
| <b>Funding:</b>           | <b>State/US #:</b>          |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/State        | \$70         | \$0          | \$0          | \$0          | \$70         |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$70</b>  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$70</b>  |  |  |  |
| <i>Federal Cost</i>        |                  | \$56         | \$0          | \$0          | \$0          | \$56         |  |  |  |
| <i>State Cost</i>          |                  | \$14         | \$0          | \$0          | \$0          | \$14         |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total amount of project is \$70,000.00



**PI # 0015559 – SR 520 / US 280 @ Chattahoochee River in Columbus****PROJECT DESCRIPTION:** Bridge replacement over Chattahoochee River.

|                           |                             |  |                             |
|---------------------------|-----------------------------|--|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> |  | <b>County:</b> Muscogee     |
| <b>P.I. #:</b> 0015559    | <b>Existing Lanes:</b>      |  | <b>DOT District:</b> 3      |
| <b>TIP #:</b> BR - 15559  | <b>Proposed Lanes:</b>      |  | <b>CONG DIST:</b> 2         |
| <b>Funding Code:</b> Z001 |                             |  | <b>RDC:</b> River Valley RC |
| <b>Funding:</b>           | <b>State/US #:</b>          |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|----------------|--|--|--|
| <i>SCP</i>                 | Fed/State        | \$0          | \$500        | \$0          | \$0          | \$500          |  |  |  |
| <i>Preliminary Eng.</i>    | Fed/State        | \$0          | \$0          | \$600        | \$0          | \$600          |  |  |  |
| <i>ROW/Utilities</i>       |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$500</b> | <b>\$600</b> | <b>\$0</b>   | <b>\$1,100</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$400        | \$480        | \$0          | \$880          |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$100        | \$120        | \$0          | \$220          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |

**Comments:** Total cost of SCP is \$500,000.00 and PE is \$600,000.00

**PI # 0013462– Oversight Services for M230 & CMAQ Funded TIP Proj - FY19**  
**PROJECT DESCRIPTION:**

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b> 0013462    | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> GA-0013462  | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b>           | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/State        | \$0          | \$70         | \$0          | \$0          | \$70         |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$0          | \$0          | \$0          | 0            | \$0          |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$70</b>  | <b>\$0</b>   | <b>\$0</b>   | <b>\$70</b>  |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$56         | \$0          | \$0          | \$56         |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$14         | \$0          | \$0          | \$14         |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total amount of project \$70,000.00.

**0013743 – SR 520 / US 280 EB & WB @ Bagley Creek 2 MI SE of Cusseta****PROJECT DESCRIPTION: Bridge Improvements**

|                           |                             |  |                              |
|---------------------------|-----------------------------|--|------------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> |  | <b>County:</b> Chattahoochee |
| <b>P.I. #:</b> 0013743    | <b>Existing Lanes:</b>      |  | <b>DOT District:</b>         |
| <b>TIP #:</b>             | <b>Proposed Lanes:</b>      |  | <b>CONG DIST:</b>            |
| <b>Funding Code:</b> Z001 |                             |  | <b>RDC:</b>                  |
| <b>Funding:</b>           | <b>State/US #:</b>          |  | <b>Local RD#</b>             |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i>   | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|----------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/State        | Auth.        | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        | Fed/State        | \$0          | \$59         | \$0            | \$0          | \$59           |  |  |  |
| <i>Utilities</i>           |                  | \$0          | \$0          | \$104          | \$0          | \$104          |  |  |  |
| <i>Construction</i>        | Fed/State        | \$0          | \$0          | \$2,897        | \$0          | \$2,897        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$59</b>  | <b>\$3,001</b> | <b>\$0</b>   | <b>\$3,001</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$47         | \$2,401        | \$0          | \$2,401        |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$12         | \$600          | \$0          | \$600          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |

**Comments:** Total amount of ROW - \$59,160.00, UTL - \$104,040.00 and CST – 2,897,332.00



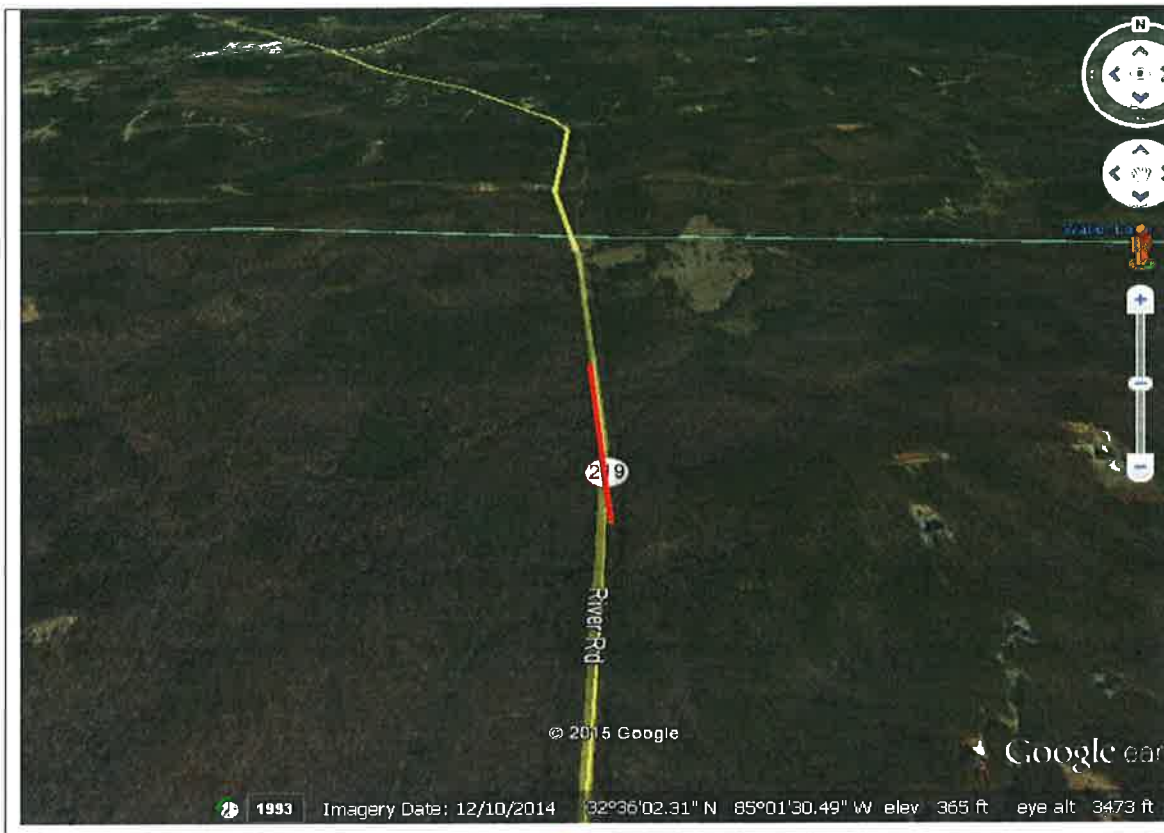


**PI # 0013601 – SR 219 @ Schley Creek NW of Columbus****PROJECT DESCRIPTION:** Bridge Improvements

|                           |                             |                         |
|---------------------------|-----------------------------|-------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee |
| <b>P.I. #:</b> 0013601    | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3  |
| <b>TIP #:</b> BR-15       | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2     |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b>             |
| <b>Funding:</b>           | <b>State/US #:</b>          | <b>Local RD#</b>        |

| <b>Project Phase</b>    | <b>\$ Source</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b>   | <b>FY 21</b> | <b>Total</b>   |  |  |  |
|-------------------------|------------------|--------------|--------------|----------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i> | Fed/State        | Auth.        | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>     | Fed/State        | \$0          | \$284        | \$0            | \$0          | \$284          |  |  |  |
| <i>Utilities</i>        | Fed/State        | \$0          | \$0          | \$270          | \$0          | \$270          |  |  |  |
| <i>Construction</i>     | Fed/State        | \$0          | \$0          | \$3,833        | \$0          | \$3,833        |  |  |  |
| <b>Project Cost</b>     |                  | <b>\$0</b>   | <b>\$284</b> | <b>\$4,103</b> | <b>\$0</b>   | <b>\$4,387</b> |  |  |  |
| <i>Federal Cost</i>     |                  | \$0          | \$227        | \$3,283        | \$0          | \$3,510        |  |  |  |
| <i>State Cost</i>       |                  | \$0          | \$57         | \$820          | \$0          | \$877          |  |  |  |
| <i>Local Cost</i>       |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |

**Comment:** Total amount of ROW - \$284,580.00, UTL - \$270,504.00, and CST - \$3,833,653.65





**PI # 0013926 – SR 85/US 27 @ CR 1660/Miller Road in Columbus****PROJECT DESCRIPTION:** Bridge Improvements

|                           |                             |                         |
|---------------------------|-----------------------------|-------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee |
| <b>P.I. #:</b> 0013926    | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3  |
| <b>TIP #:</b> BR-17       | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2     |
| <b>Funding Code:</b> Z001 |                             | <b>RDC:</b>             |
| <b>Funding:</b>           | <b>State/US #:</b>          | <b>Local RD#</b>        |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i>   | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|----------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/State        | Auth.        | \$0          | \$0          | \$0            | \$0            |  |  |  |
| <i>Right-of Way</i>        | Fed/State        | \$0          | \$520        | \$0          | \$0            | \$520          |  |  |  |
| <i>Utilities</i>           |                  | \$0          | \$0          | \$0          | \$0            | \$0            |  |  |  |
| <i>Construction</i>        | Fed/State        | \$0          | \$0          | \$0          | \$5,953        | \$5,953        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$520</b> | <b>\$0</b>   | <b>\$5,953</b> | <b>\$6,473</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$416        | \$0          | \$4,763        | \$5,179        |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$104        | \$0          | \$1,190        | \$1,294        |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0            | \$0            |  |  |  |

**Comment:** Total amount of ROW - \$520,200.00 and CST - \$5,953,376.88

**PI # 0013940 – SR 22/US 80 @ Kendall Creek in Columbus****PROJECT DESCRIPTION:** Bridge Improvements

|                           |                             |                         |
|---------------------------|-----------------------------|-------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee |
| <b>P.I. #:</b> 0013940    | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3  |
| <b>TIP #:</b> BR-19       | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2     |
| <b>Funding Code:</b> Z001 |                             | <b>RDC:</b>             |
| <b>Funding:</b>           | <b>State/US #:</b>          | <b>Local RD#</b>        |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i>   | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|----------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/State        | Auth.        | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        | Fed/State        | \$0          | \$260        | \$0            | \$0          | \$260          |  |  |  |
| <i>Utilities</i>           |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Construction</i>        | Fed/State        | \$0          | \$0          | \$2,122        | \$0          | \$2,122        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$260</b> | <b>\$2,122</b> | <b>\$0</b>   | <b>\$2,382</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$208        | \$1,698        | \$0          | \$1,906        |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$52         | \$424          | \$0          | \$476          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |

**Comment:** Total amount of ROW - \$260,100.00 and CST - \$2,122,416.00



**PI # 0014170 – SR 22 SPUR @ Weracoba Creek in Columbus****PROJECT DESCRIPTION:** Bridge Improvements

|                           |                             |                         |
|---------------------------|-----------------------------|-------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee |
| <b>P.I. #:</b> 0014170    | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3  |
| <b>TIP #:</b> BR-20       | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2     |
| <b>Funding Code:</b> Z001 |                             | <b>RDC:</b>             |
| <b>Funding:</b>           | <b>State/US #:</b>          | <b>Local RD#</b>        |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i>   | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|----------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/State        | Auth.        | \$0          | \$0          | \$0            | \$0            |  |  |  |
| <i>Right-of Way</i>        | Fed/State        | \$0          | \$260        | \$0          | \$0            | \$260          |  |  |  |
| <i>Utilities</i>           |                  | \$0          | \$0          | \$0          | \$0            | \$0            |  |  |  |
| <i>Construction</i>        | Fed/State        | \$0          | \$0          | \$0          | \$1,894        | \$1,894        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$260</b> | <b>\$0</b>   | <b>\$1,894</b> | <b>\$2,154</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$208        | \$0          | \$1,515        | \$1,723        |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$52         | \$0          | \$379          | \$431          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0            | \$0            |  |  |  |

**Comment:** Total amount of ROW - \$260,100.00 and CST - \$1,894,256.28

**PI # 0014171 – SR 22/US 80 @ Flat Rock Creek in Columbus****PROJECT DESCRIPTION:** Bridge Improvements

|                           |                             |                         |
|---------------------------|-----------------------------|-------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee |
| <b>P.I. #:</b> 0014171    | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3  |
| <b>TIP #:</b> BR-22       | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2     |
| <b>Funding Code:</b> Z001 |                             | <b>RDC:</b>             |
| <b>Funding:</b>           | <b>State/US #:</b>          | <b>Local RD#</b>        |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i>   | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|----------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/State        | Auth.        | \$0          | \$0          | \$0            | \$0            |  |  |  |
| <i>Right-of Way</i>        | Fed/State        | \$0          | \$260        | \$0          | \$0            | \$260          |  |  |  |
| <i>Utilities</i>           |                  | \$0          | \$0          | \$0          | \$0            | \$0            |  |  |  |
| <i>Construction</i>        | Fed/State        | \$0          | \$0          | \$0          | \$3,788        | \$3,788        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$260</b> | <b>\$0</b>   | <b>\$3,788</b> | <b>\$4,048</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$208        | \$0          | \$3,031        | \$3,239        |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$52         | \$0          | \$757          | \$809          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0            | \$0            |  |  |  |

**Comment:** Total amount of ROW - \$260,100.00 and CST - \$3,788,512.56



**PI # 0015285 – Infantry Road & Follow Me Trail Extension**

**PROJECT DESCRIPTION:** Construction of a new two-lane road and the extension of the existing Follow Me Trail.

|                           |                             |  |                         |
|---------------------------|-----------------------------|--|-------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> |  | <b>County:</b> Muscogee |
| <b>P.I. #:</b> 0015285    | <b>Existing Lanes:</b>      |  | <b>DOT District:</b> 3  |
| <b>TIP #:</b> INFRD       | <b>Proposed Lanes:</b>      |  | <b>CONG DIST:</b> 2     |
| <b>Funding Code:</b> Z230 |                             |  | <b>RDC:</b>             |
| <b>Funding:</b>           | <b>State/US #:</b>          |  | <b>Local RD#</b>        |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i>   | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|----------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/Local        | Auth.        | \$0          | \$0          | \$0            | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0            | \$0            |  |  |  |
| <i>Utilities</i>           |                  | \$0          | \$0          | \$0          | \$0            | \$0            |  |  |  |
| <i>Construction</i>        | Fed/Local        | \$0          | \$0          | \$0          | \$1,590        | \$1,590        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$1,590</b> | <b>\$1,590</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$1,054        | \$1,054        |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0            | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$536          | \$536          |  |  |  |

**Comment:** Total amount of CST - \$1,590,000.50 (\$1,053,600.00 Fed & \$536,677.50 Local).



**PI # 0015287 – Mott's Green Plaza**

**PROJECT DESCRIPTION:** Relocate & Rehabilitate monuments, new paving design to align the pass through for River Walk, add a covered 60' long bridge design to be built out over the river.

|                           |                             |                         |
|---------------------------|-----------------------------|-------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee |
| <b>P.I. #:</b> 0015287    | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3  |
| <b>TIP #:</b> MOTT        | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2     |
| <b>Funding Code:</b> Z230 |                             | <b>RDC:</b>             |
| <b>Funding:</b>           | <b>State/US #:</b>          | <b>Local RD#</b>        |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i>   | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|----------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/Local        | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Utilities</i>           |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Construction</i>        | Fed/Local        | \$0          | \$0          | \$1,039        | \$0          | \$1,039        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$1,039</b> | <b>\$0</b>   | <b>\$1,039</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$720          | \$0          | \$720          |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$319          | \$0          | \$319          |  |  |  |

**Comment:** Total amount of CST - \$1,039,500.00 (\$720,000.00 Fed & \$319,500.00 Local)



**PI # 0013463-- Oversight Services for M230 & CMAQ Funded TIP Proj – FY 2020****PROJECT DESCRIPTION:**

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b> 0013463    | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> GA-0013463  | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b>           | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/State        | \$0          | \$0          | \$70         | \$0          | \$70         |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$0          | \$0          | \$0          | 0            | \$0          |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$70</b>  | <b>\$0</b>   | <b>\$70</b>  |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$56         | \$0          | \$56         |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$14         | \$0          | \$14         |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total amount of project \$70,000.00.

**PI # 0013464— Oversight Services for M230 & CMAQ Funded TIP Proj – FY 2021****PROJECT DESCRIPTION:**

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b> 0013464    | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> GA-0013464  | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b>           | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    | Fed/State        | \$0          | \$0          | \$0          | \$70         | \$70         |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$70</b>  | <b>\$70</b>  |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$56         | \$56         |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$14         | \$14         |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total amount of project \$70,000.00.



**NHPP – Z001 - Lump Sum - Road Maintenance - National Highway****PROJECT DESCRIPTION:** Z001 – Road Maintenance Lump Sum

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> RM-L050     | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z001 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> NHPP      | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i>   | <i>FY 19</i>   | <i>FY 20</i>   | <i>FY 21</i>   | <i>Total</i>    |  |  |  |
|----------------------------|------------------|----------------|----------------|----------------|----------------|-----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0            | \$0            | \$0            | \$0            | \$0             |  |  |  |
| <i>Right-of Way</i>        |                  | \$0            | \$0            | \$0            | \$0            | \$0             |  |  |  |
| <i>Construction</i>        |                  | \$3,554        | \$3,554        | \$2,184        | \$2,184        | \$11,476        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$3,554</b> | <b>\$3,554</b> | <b>\$2,184</b> | <b>\$2,184</b> | <b>\$11,476</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0            | \$0            | \$0            | \$0            | \$0             |  |  |  |
| <i>State Cost</i>          |                  | \$0            | \$0            | \$0            | \$0            | \$0             |  |  |  |
| <i>Local Cost</i>          |                  | \$0            | \$0            | \$0            | \$0            | \$0             |  |  |  |

**Comments:**

Total - \$11,476,000.00

**NHPP – Z001 - Lump Sum – Roadway Light****PROJECT DESCRIPTION:** Z001 Roadway Light Lump Sum

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> RL – L050   | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z001 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> NHPP      | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$32         | \$20         | \$0          | \$20         | \$92         |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$32</b>  | <b>\$20</b>  | <b>\$0</b>   | <b>\$20</b>  | <b>\$92</b>  |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total - \$92,000.00

**NHPP – Z001 - Bridge Paint - Interstate****PROJECT DESCRIPTION:** Z001 – Bridge Lump Sum

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> BRG07       | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z001 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> NHPP      | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$,Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$596        | \$596        | \$596        | \$596        | \$2,384        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$596</b> | <b>\$596</b> | <b>\$596</b> | <b>\$596</b> | <b>\$2,384</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |

**Comments:** Total - \$2,384,000.00

## NHPP – Z001 – TRAF CONTROL DEVICES - NHS

**PROJECT DESCRIPTION: Z001 – Traf Control Devises - NHS**

|                           |                             |  |                             |
|---------------------------|-----------------------------|--|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> |  | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      |  | <b>DOT District:</b> 3      |
| <b>TIP #:</b> TCD 2017    | <b>Proposed Lanes:</b>      |  | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z001 |                             |  | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> NHPP      | <b>State/US #:</b>          |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$89         | \$99         | \$476        | \$476        | \$1,140        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$89</b>  | <b>\$99</b>  | <b>\$476</b> | <b>\$476</b> | <b>\$1,140</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |

**Comments:** \$89,000.00 - \$99,000.00 - \$476,000.00 - \$476,000.00 - Total - \$1,140,000.00

**STP – Z230**

PROJECT DESCRIPTION: STP – Z230.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> STPL230     | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z230 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i>   | <i>FY 19</i>    | <i>FY 20</i>    | <i>FY 21</i>    | <i>Total</i>    |  |  |  |
|----------------------------|------------------|----------------|-----------------|-----------------|-----------------|-----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0            | \$0             | \$0             | \$0             | \$0             |  |  |  |
| <i>Right-of Way</i>        |                  | \$0            | \$0             | \$0             | \$0             | \$0             |  |  |  |
| <i>Construction</i>        |                  | \$3,582        | \$13,457        | \$13,497        | \$13,537        | \$44,075        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$3,582</b> | <b>\$13,457</b> | <b>\$13,497</b> | <b>\$13,537</b> | <b>\$44,075</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0            | \$0             | \$0             | \$0             | \$0             |  |  |  |
| <i>State Cost</i>          |                  | \$0            | \$0             | \$0             | \$0             | \$0             |  |  |  |
| <i>Local Cost</i>          |                  | \$0            | \$0             | \$0             | \$0             | \$0             |  |  |  |

**Comments:** \$3,582,365.00 - \$13,457,731.00 - \$13,497,844.00 - \$13,537,958.00 - Total - \$44,075,898.00

**STP – Z240****PROJECT DESCRIPTION:** Z240.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> STP24       | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i>   | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|----------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$17         | \$267        | \$6,067        | \$17         | \$6,370        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$17</b>  | <b>\$267</b> | <b>\$6,067</b> | <b>\$17</b>  | <b>\$6,370</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0            | \$0          | \$0            |  |  |  |

**Comments:** \$17,500.00 - \$267,500.00 - \$6,067,500.00 - \$17,500.00 – Total \$6,370,000.00

**NHPP – Z001 -****PROJECT DESCRIPTION: Z001**

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> NHPP17      | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z001 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> NHPP      | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i>   | <i>FY 20</i>   | <i>FY 21</i>    | <i>Total</i>    |  |  |  |
|----------------------------|------------------|--------------|----------------|----------------|-----------------|-----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0            | \$0            | \$0             | \$0             |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0            | \$0            | \$0             | \$0             |  |  |  |
| <i>Construction</i>        |                  | \$500        | \$1,500        | \$5,497        | \$10,750        | \$18,247        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$500</b> | <b>\$1,500</b> | <b>\$5,497</b> | <b>\$10,750</b> | <b>\$18,247</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0            | \$0            | \$0             | \$0             |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0            | \$0            | \$0             | \$0             |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0            | \$0            | \$0             | \$0             |  |  |  |

**Comments:** \$500,000.00 - \$1,500,000.00 - \$5,497,332.00 - \$10,750,000.00 - Total - \$18,247,332.00

**TAP – Z301****PROJECT DESCRIPTION:** Z301.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> TAP-LS      | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z301 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> TAP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$383        | \$976        | \$979        | \$983        | \$3,323        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$383</b> | <b>\$976</b> | <b>\$979</b> | <b>\$983</b> | <b>\$3,323</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |

**Comments:** \$383,917.00 - \$976,076.00 - \$979,877.00 - \$983,678.00 - Total  
\$3,323,548.00



**STP – Z240 – Low Impact Bridges – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for Z240.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> M240-BR     | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$,Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$516        | \$516        | \$516        | \$516        | \$2,064        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$516</b> | <b>\$516</b> | <b>\$516</b> | <b>\$516</b> | <b>\$2,064</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |

**Comments:** Total Cost - \$2,064,000.00

**STP – Z230 – Road Maintenance – GT 200K – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for Z230.

|                           |                             |                         |                             |
|---------------------------|-----------------------------|-------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee |                             |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3  |                             |
| <b>TIP #:</b> RM2007      | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3  |                             |
| <b>Funding Code:</b> Z230 | <b>2008 ADT</b>             | <b>2035 ADT</b>         | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          |                         | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$497        | \$497        | \$497        | \$497        | \$1,988        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$497</b> | <b>\$497</b> | <b>\$497</b> | <b>\$497</b> | <b>\$1,988</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |

**Comments:** Total Cost - \$1,988,000.00

**STP – Z240 – Operations – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for Z240.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> OPER05      | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$238        | \$238        | \$238        | \$238        | \$952        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$238</b> | <b>\$238</b> | <b>\$238</b> | <b>\$238</b> | <b>\$952</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total Cost - \$952,000.00

**STP – Z240 – Road Maintenance – Any Area – Lump Sum****PROJECT DESCRIPTION:** Lump sum amount for Z240

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> RML240      | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i>   | <i>FY 19</i>   | <i>FY 20</i>   | <i>FY 21</i>   | <i>Total</i>    |  |  |  |
|----------------------------|------------------|----------------|----------------|----------------|----------------|-----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0            | \$0            | \$0            | \$0            | \$0             |  |  |  |
| <i>Right-of Way</i>        |                  | \$0            | \$0            | \$0            | \$0            | \$0             |  |  |  |
| <i>Construction</i>        |                  | \$3,177        | \$3,177        | \$2,680        | \$2,680        | \$11,714        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$3,177</b> | <b>\$3,177</b> | <b>\$2,680</b> | <b>\$2,680</b> | <b>\$11,714</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0            | \$0            | \$0            | \$0            | \$0             |  |  |  |
| <i>State Cost</i>          |                  | \$0            | \$0            | \$0            | \$0            | \$0             |  |  |  |
| <i>Local Cost</i>          |                  | \$0            | \$0            | \$0            | \$0            | \$0             |  |  |  |

**Comments:** \$3,177,000.00 - \$3,177,000.00 - \$2,680,000.00 - \$2,680,000.00 - Total Cost  
- \$11,714,000.00

**STP – Z240 – Bridge Painting – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for Z240.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> 94-BR-1001  | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$298        | \$298        | \$298        | \$298        | \$1,192        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$298</b> | <b>\$298</b> | <b>\$298</b> | <b>\$298</b> | <b>\$1,192</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |

**Comments:** Total Cost - \$1,192,000.00

**STP – Z240 – Traf Control Devices – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for Z240.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> SIGNALS     | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$606        | \$596        | \$119        | \$119        | \$1,440        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$606</b> | <b>\$596</b> | <b>\$119</b> | <b>\$119</b> | <b>\$1,440</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |

**Comments:** \$606,000.00 - \$596,000.00 - \$119,000.00 - \$119,000.00 - Total cost. - \$1,440,000.00

**STP – Z240 – RW Protective Buy – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for Z240.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> PBUY        | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$30         | \$30         | \$30         | \$30         | \$120        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$30</b>  | <b>\$30</b>  | <b>\$30</b>  | <b>\$30</b>  | <b>\$120</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total Cost - \$120,000.00

**HSIP – ZS40 – RRX Hazard Elim. – Lump Sum**

**PROJECT DESCRIPTION:** Lump sum amounts for ZS40.

|                           |                             |  |                             |
|---------------------------|-----------------------------|--|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> |  | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      |  | <b>DOT District:</b> 3      |
| <b>TIP #:</b> 94-SR-2006  | <b>Proposed Lanes:</b>      |  | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> ZS40 |                             |  | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> HSIP      | <b>State/US #:</b>          |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$99         | \$99         | \$99         | \$99         | \$396        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$99</b>  | <b>\$99</b>  | <b>\$99</b>  | <b>\$99</b>  | <b>\$396</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total Cost - \$396,000.00



**HSIP – ZS50 – RRX Protection Dev. – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for ZS50.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> 94-SR-2005  | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> ZS50 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> HSIP      | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$79         | \$79         | \$79         | \$79         | \$316        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$79</b>  | <b>\$79</b>  | <b>\$79</b>  | <b>\$79</b>  | <b>\$316</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total Cost - \$316,000.00

**STP – Z240 – CST MGT – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for Z240.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #:</b> CST 2011    | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> Z240 | <b>2035 ADT</b>             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$794        | \$596        | \$596        | \$596        | \$2,582        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$794</b> | <b>\$596</b> | <b>\$596</b> | <b>\$596</b> | <b>\$2,582</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |

**Comments:** Total Cost - \$2,582,000.00

**HSIP – ZS30 – Safety – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for ZS30.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #: SAFETY</b>      | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> ZS30 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> HSIP      | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i>   | <i>FY 19</i>   | <i>FY 20</i>   | <i>FY 21</i>   | <i>Total</i>   |  |  |  |
|----------------------------|------------------|----------------|----------------|----------------|----------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0            | \$0            | \$0            | \$0            | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0            | \$0            | \$0            | \$0            | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$1,886        | \$1,985        | \$1,985        | \$1,985        | \$7,841        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$1,886</b> | <b>\$1,985</b> | <b>\$1,985</b> | <b>\$1,985</b> | <b>\$7,841</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0            | \$0            | \$0            | \$0            | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0            | \$0            | \$0            | \$0            | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0            | \$0            | \$0            | \$0            | \$0            |  |  |  |

**Comments:** \$1,886,000.00 - \$1,985,000.00 - \$1,985,000.00 - \$1,985,000.00 - Total Cost  
- \$7,841,000.00

**STP – L220 – Enhancement – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for L220.

|                           |                             |                             |
|---------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee     |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3      |
| <b>TIP #: ENHANCE</b>     | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b> 2, 3      |
| <b>Funding Code:</b> L220 |                             | <b>RDC:</b> River Valley RC |
| <b>Funding:</b> STP       | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|----------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Construction</i>        |                  | \$377        | \$377        | \$377        | \$377        | \$1,508        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$377</b> | <b>\$377</b> | <b>\$377</b> | <b>\$377</b> | <b>\$1,508</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0            |  |  |  |

**Comments:** Total Cost - \$1,508,000.00

## Trails – Z940 – Recreation Trails – Lump Sum

**PROJECT DESCRIPTION:** Lump sum amounts for Z940.

|                           |                             |  |                         |
|---------------------------|-----------------------------|--|-------------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> |  | <b>County:</b> Muscogee |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      |  | <b>DOT District:</b> 3  |
| <b>TIP #:</b> DNRREC      | <b>Proposed Lanes:</b>      |  | <b>CONG DIST:</b>       |
| <b>Funding Code:</b> Z940 |                             |  | <b>RDC:</b>             |
| <b>Funding:</b> Trails    | <b>State/US #:</b>          |  | <b>Local RD#</b>        |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$25         | \$25         | \$25         | \$25         | \$100        |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$25</b>  | <b>\$25</b>  | <b>\$25</b>  | <b>\$25</b>  | <b>\$100</b> |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total Cost - \$100,000.00

**STP – Z240 – Wetland Mitigation – Lump Sum****PROJECT DESCRIPTION:** Lump sum amounts for Z240.

|                           |                             |                         |                  |
|---------------------------|-----------------------------|-------------------------|------------------|
| <b>Project #:</b>         | <b>Project Length (MI):</b> | <b>County:</b> Muscogee |                  |
| <b>P.I. #:</b>            | <b>Existing Lanes:</b>      | <b>DOT District:</b> 3  |                  |
| <b>TIP #:</b> WETMIT      | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b>       |                  |
| <b>Funding Code:</b> Z240 | <b>2008 ADT</b>             | <b>2035 ADT</b>         | <b>RDC:</b>      |
| <b>Funding:</b> STP       | <b>State/US #:</b>          |                         | <b>Local RD#</b> |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> |  |  |  |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--|--|--|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Construction</i>        |                  | \$24         | \$24         | \$24         | \$24         | \$96         |  |  |  |
| <b><i>Project Cost</i></b> |                  | <b>\$24</b>  | <b>\$24</b>  | <b>\$24</b>  | <b>\$24</b>  | <b>\$96</b>  |  |  |  |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          |  |  |  |

**Comments:** Total Cost - \$96,000.00

## **COLUMBUS – TIER II (ILLUSTRATIVE PROJECTS)**

**FISCAL YEAR 2022– 2023**





**PI # 350860 – Farr Road – from Old Cusseta Road to St. Mary's Road**

**PROJECT DESCRIPTION:** Widen and reconstruct 1.25 miles of existing two (2) lane road to four (4) lanes with turn lanes as needed.

|                                     |                             |                 |                         |
|-------------------------------------|-----------------------------|-----------------|-------------------------|
| <b>Project #:</b> STP00-8036-00(001 | <b>Project Length (MI):</b> |                 | <b>County:</b> Muscogee |
| <b>P.I. #:</b> 350860               | <b>Existing Lanes:</b> 2    |                 | <b>DOT District:</b> 3  |
| <b>TIP #:</b> 94-SR-2009            | <b>Proposed Lanes:</b> 4    |                 | <b>CONG DIST:</b> 2     |
| <b>Funding Code:</b>                | <b>2008 ADT</b>             | <b>2035 ADT</b> | <b>RDC:</b>             |
| <b>Funding:</b>                     | <b>State/US #:</b>          |                 | <b>Local RD#</b>        |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/State        | Auth         | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |

**Comments:** Project to include landscaping and sidewalks. LGPA signed 11/90. ROW and Construction are in LR.





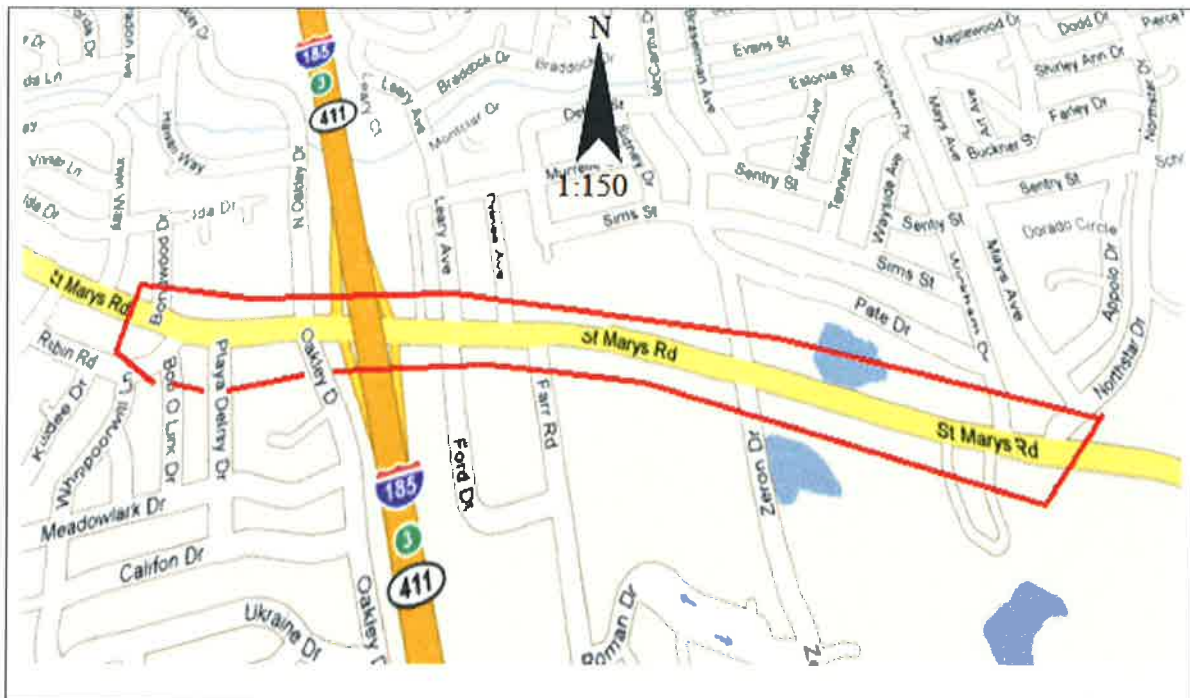
**PI # 332780 – St. Mary's Road from Robin Road to Northstar Drive**

**PROJECT DESCRIPTION:** Widen existing three (3) -lane segment to four (4) lanes with turn lanes as needed. Interchange may need to be reconstructed.

|                                      |                                  |                 |                         |
|--------------------------------------|----------------------------------|-----------------|-------------------------|
| <b>Project #:</b> STP00-0215-01(002) | <b>Project Length (MI):</b> 1.25 |                 | <b>County:</b> Muscogee |
| <b>P.I. #:</b> 332780                | <b>Existing Lanes:</b> 2         |                 | <b>DOT District:</b> 3  |
| <b>TIP #:</b> ST-2006-LR             | <b>Proposed Lanes:</b> 4         |                 | <b>CONG DIST:</b> 2     |
| <b>Funding Code:</b>                 | <b>2008 ADT</b>                  | <b>2035 ADT</b> | <b>RDC:</b>             |
| <b>Funding:</b>                      | <b>State/US #:</b>               |                 | <b>Local RD#</b>        |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/State        | Auth         | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |

**Comments:** Project to include landscaping and sidewalks. Right of Way and Construction are in Long Range.



**PI # 0005749 – Whittlesey Road – from Whitesville Road to Bradley Park Drive**

**PROJECT DESCRIPTION:** Widen and reconstruct existing three (3) lane road to four (4) lanes with turn lanes as needed.

|                                      |                                  |                 |                         |
|--------------------------------------|----------------------------------|-----------------|-------------------------|
| <b>Project #:</b> STP00-0005-00(749) | <b>Project Length (MI):</b> 0.27 |                 | <b>County:</b> Muscogee |
| <b>P.I. #:</b> 0005749               | <b>Existing Lanes:</b> 2         |                 | <b>DOT District:</b> 3  |
| <b>TIP #:</b> 86-SR-2007             | <b>Proposed Lanes:</b> 4         |                 | <b>CONG DIST:</b> 3     |
| <b>Funding Code:</b>                 | <b>2008 ADT</b>                  | <b>2035 ADT</b> | <b>RDC:</b>             |
| <b>Funding:</b>                      | <b>State/US #:</b>               |                 | <b>Local RD#</b>        |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/State        | Auth         | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Local Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |

**Comments:** Refer to PI #351010. Right of Way and Construction are in Long Range.



**PHENIX CITY, LEE COUNTY AND RUSSELL COUNTY**  
**PROJECTS AND FINANCIAL PLAN**  
**FISCAL YEAR 2018- 2021**

## ALABAMA TIP INDEX

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## METROPOLITAN TRANSPORTATION PLANNING SELF-CERTIFICATION

The Alabama Department of Transportation and the Metropolitan Planning Organization for the Columbus-Phenix City Urbanized Area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450, subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Fixing America's Surface Transportation Act (FAST Act) (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Columbus-Phenix City  
Metropolitan Planning Organization

Signature

Printed Name

PCC Chairman/Mayor of Columbus  
Title

November 15, 2016  
Date

Alabama  
State Department of Transportation

Signature

Printed Name

Transportation Director  
Title

Date

## Authorized Projects

### Sponsor: ALDOT

| Program | Table No. | FA Nbr.      | Project Number | Scope | Project Description  | Project Length (miles) | Start Date | Type of Work       | Estimated Cost |
|---------|-----------|--------------|----------------|-------|--|------------------------|------------|--------------------|----------------|
| BRON    | 6         | BR 0008(509) | 100057890      | RW    | SR-8 (US-80) REPLACE BRG BIN 002783 AND RELIEF BRG BINS 002781 AND 002782, OVER LITTLE UCHEE CREEK (SUFF=42.8, STAT=FO, 2001 HBRRP LIST) | 0.290                  | 06/01/2015 | BRIDGE REPLACEMENT | \$8,200        |

### Sponsor: CITY OF PHENIX CITY

| Program | Table No. | FA Nbr.               | Project Number | Scope | Project Description   | Project Length (miles) | Start Date | Type of Work       | Estimated Cost |
|---------|-----------|-----------------------|----------------|-------|---|------------------------|------------|--------------------|----------------|
| A2RDY   | 2         | ACAA59581 ATRP(006)   | 100059581      | CN    | RESURFACE CR-418 (CRAWFORD ROAD/13TH STREET) FROM SR-1 (US-280/US-431) TO 3RD AVENUE CITY OF PHENIX CITY              | 0.000                  | 05/29/2015 | RESURFACING        | \$2,019,914    |
| STPCE   | 1         | ACAA59581 ATRP(006)   | 100059581      | CN    | RESURFACE CR-418 (CRAWFORD ROAD/13TH STREET) FROM SR-1 (US-280/US-431) TO 3RD AVENUE CITY OF PHENIX CITY              | 0.000                  | 05/29/2015 | RESURFACING        | \$316,548      |
| A2BRZ   | 2         | ACBRZ58446 ATRP (016) | 100058446      | CN    | BRIDGE REPLACEMENT WITH PEDESTRIAN WALKWAY AND APPROACH OVER HOLLAND CREEK ON 12TH AVENUE IN PHENIX CITY BIN # 002245 | 0.000                  | 07/31/2015 | BRIDGE REPLACEMENT | \$1,034,999    |
| A2BRZ   | 2         | ACBRZ58445 ATRP (001) | 100058445      | CN    | BRIDGE REPLACEMENT OVER HOLLAND CREEK ON 10TH AVENUE IN THE CITY OF PHENIX CITY (BIN 2232)                            | 0.000                  | 08/28/2015 | BRIDGE REPLACEMENT | \$1,186,868    |
| FTA9C   | 9         | FTA9C TR15( )         | 100062246      | TR    | SECTION 5307 TRANSIT PHENIX CITY CAPITAL ROLLING STOCK FY 2015  | 0.000                  | 07/01/2015 | UNCLASSIFIED       | \$119,752      |

### Sponsor: LEE COUNTY

| Program | Table No. | FA Nbr.             | Project Number | Scope | Project Description  | Project Length (miles) | Start Date | Type of Work                    | Estimated Cost |
|---------|-----------|---------------------|----------------|-------|--|------------------------|------------|---------------------------------|----------------|
| A2RDY   | 2         | ACAA61131 ATRP(011) | 100061131      | CN    | WIDEN AND RESURFACE CR-230 FROM CR-240 TO CR-246                         | 0.000                  | 03/25/2016 | WIDENING AND RESURFACING (RDWY) | \$565,543      |
| A2RDY   | 2         | ACAA61133 ATRP(011) | 100061133      | CN    | WIDEN AND RESURFACE CR-430 FROM SR-1 (US-431) TO THE RUSSELL COUNTY LINE | 0.000                  | 03/25/2016 | WIDENING AND RESURFACING (RDWY) | \$2,084,239    |

### Sponsor: NEW PROJECT

| Program | Table No. | FA Nbr.         | Project Number | Scope | Project Description   | Project Length (miles) | Start Date | Type of Work | Estimated Cost |
|---------|-----------|-----------------|----------------|-------|---|------------------------|------------|--------------|----------------|
| SAAME   | 2         | STPAA 4114(250) | 100062983      | CN    | FULL DEPTH RECLAMATION, PAVE, AND TRAFFIC STRIPE CR-246 FROM CR-179 TO CR-295 | 2.928                  | 07/31/2015 | RESURFACING  | \$818,970      |

## Authorized Projects

|       |    |                         |           |    |   |       |            |   |             |
|-------|----|-------------------------|-----------|----|---|-------|------------|---|-------------|
| STPCE | 1  | STPPC<br>4116(251)      | 100062981 | CN | FULL DEPTH RECLAMATION, RESURFACE,<br>AND TRAFFIC STRIPE CR-248 FROM CR-243<br>TO SR-38 (US-280) - LOP 41-140-15  | 0.634 | 06/30/2017 | RESURFACING   | \$234,342   |
| STPCL | 1  | STPPC<br>4116(251)      | 100062981 | CN | FULL DEPTH RECLAMATION, RESURFACE,<br>AND TRAFFIC STRIPE CR-248 FROM CR-243<br>TO SR-38 (US-280) - LOP 41-140-15  | 0.634 | 06/30/2017 | RESURFACING   | \$60,020    |
| STPC  | 1  | STPPC<br>UR13(605)      | 100065443 | RW | RESURFACING AND IMPROVEMENTS ON<br>5TH STREET SOUTH FROM SOUTH SEAL<br>ROAD TO MARTIN LUTHER KING JUNIOR<br>PARKWAY   | 0.000 | 12/01/2016 | RESURFACING   | \$7,795     |
| STPCE | 1  | STPPC<br>UR13(605)      | 100065443 | RW | RESURFACING AND IMPROVEMENTS ON<br>5TH STREET SOUTH FROM SOUTH SEAL<br>ROAD TO MARTIN LUTHER KING JUNIOR<br>PARKWAY   | 0.000 | 12/01/2016 | RESURFACING   | \$27,764    |
| STPCH | 1  | STPPC<br>UR13(605)      | 100065443 | RW | RESURFACING AND IMPROVEMENTS ON<br>5TH STREET SOUTH FROM SOUTH SEAL<br>ROAD TO MARTIN LUTHER KING JUNIOR<br>PARKWAY   | 0.000 | 12/01/2016 | RESURFACING   | \$36,440    |
| STPCH | 1  | STPPC<br>5716(253)      | 100063080 | PE | BRICKYARD ROAD RESURFACING FROM<br>DILLINGHAM STREET TO STATE DOCKS<br>ROAD   | 2.100 | 03/01/2016 | RESURFACING   | \$104,915   |
| STPCH | 1  | STPPC<br>5716(252)      | 100063085 | PE | BRICKYARD ROAD RESURFACING FROM<br>STATE DOCKS ROAD TO CITY LIMITS  | 2.100 | 03/01/2016 | RESURFACING   | \$34,000    |
| STPC  | 1  | STPPC<br>5716(251)      | 100063087 | PE | SOUTH RAILROAD STREET RESURFACING<br>FROM BEGINNING OF SOUTH RAILROAD<br>STREET TO STADIUM DRIVE  | 1.360 | 03/01/2016 | RESURFACING   | \$74,000    |
| STPC  | 1  | STPPC<br>5716(250)      | 100063089 | PE | SOUTH RAILROAD STREET RESURFACING<br>FROM STADIUM DRIVE TO SUMMERVILLE<br>DRIVE   | 0.000 | 03/01/2016 | RESURFACING   | \$59,000    |
| FTA9  | 9  | FTA9<br>TR17( )         | 100064004 | TR | SECTION 5307 TRANSIT PHENIX CITY<br>OPERATING FY 2017   | 0.000 | 01/01/2017 | UNCLASSIFIED  | \$359,570   |
| FTA9  | 9  | FTA9<br>TR17( )         | 100064007 | TR | SECTION 5307 TRANSIT PHENIX CITY<br>PREVENTIVE MAINTENANCE FY 2017  | 0.000 | 01/01/2017 | UNCLASSIFIED  | \$159,870   |
| STATE | 7  | ST-057-001-003<br>( )   | 100064448 | CN | CAPACITY IMPROVEMENTS, TURNLANES,<br>AND ACCESS MANAGEMENT ON SR-1 (US-<br>280) FROM JUST NORTH OF PRICE ROAD TO<br>THE JCT OF SR-38 (US-280)/ SR-1 (US-431)<br>INTERCHANGE | 4.300 | 02/24/2017 | ADDITIONAL<br>ROADWAY LANES                               | \$2,162,392 |
| HSME  | 11 | STPAA-HSIP<br>0169(502) | 100064755 | FM | RESURFACE AND 1' SAFETY WIDENING SR-<br>169 FROM THE JCT OF SR-1 (US-431) TO THE<br>JCT OF SR-8 (US-80)   | 9.705 | 04/07/2017 | PREVENTATIVE<br>MAINTENANCE<br>LEVEL 2 W/ SAFETY<br>WIDEN | \$249,691   |
| ST    | 2  | STPAA-HSIP<br>0169(502) | 100064755 | FM | RESURFACE AND 1' SAFETY WIDENING SR-<br>169 FROM THE JCT OF SR-1 (US-431) TO THE<br>JCT OF SR-8 (US-80)   | 9.705 | 04/07/2017 | PREVENTATIVE<br>MAINTENANCE<br>LEVEL 2 W/ SAFETY<br>WIDEN | \$2,247,222 |

## Authorized Projects

|       |    |                           |           |    |   |       |            |                          |           |
|-------|----|---------------------------|-----------|----|---|-------|------------|--------------------------|-----------|
| STRHE | 11 | RHCH<br>RR15(910)         | 100064690 | CN | NORFOLK SOUTHERN CORRIDOR RAILROAD CROSSING IMPROVEMENTS AT DOT #S: 728-151E, 728-153T, 728-154A, 728-156N, 728-157V, 728-158C, 728-159J, 728-160D, 728-161K, 728-162S, 728-163Y, 728-164F, 728-165M, AND 728-166U. | 0.000 | 08/15/2016 | RR CROSSING IMPROVEMENTS | \$327,553 |
| FTA9  | 9  | FTA9<br>TR16( )           | 100065186 | TR | SECTION 5307 TRANSIT LEE RUSSELL COG PHENIX CITY PREVENTIVE MAINTENANCE FY 2016   | 0.000 | 02/01/2016 | UNCLASSIFIED             | \$159,870 |
| ERLF  | 12 | ER<br>9010(965)           | 100065632 | CN | EMERGENCY REPAIRS TO FAILED FRONT SLOPE IN THE NORTHBOUND LANE OF MARTIN LUTHER KING, JR. PARKWAY DIRECTLY EAST OF 8TH PLACE IN THE CITY OF PHENIX CITY. FHWA DISASTER #AL2016-01 (DDIR REPORT#PHENIX CITY-1)       | 0.000 | 07/15/2016 | UNCLASSIFIED             | \$51,783  |
| L24AC | 2  | ER<br>9010(965)           | 100065632 | CN | EMERGENCY REPAIRS TO FAILED FRONT SLOPE IN THE NORTHBOUND LANE OF MARTIN LUTHER KING, JR. PARKWAY DIRECTLY EAST OF 8TH PLACE IN THE CITY OF PHENIX CITY. FHWA DISASTER #AL2016-01 (DDIR REPORT#PHENIX CITY-1)       | 0.000 | 07/15/2016 | UNCLASSIFIED             | \$0       |
| ERLF  | 12 | ER<br>9010(966)           | 100065633 | CN | EMERGENCY REPAIRS OF FAILED STORM DRAIN PIPE ON STADIUM DRIVE AT THE INTERSECTION WITH 37TH STREET IN THE CITY OF PHENIX CITY. FHWA DISASTER #AL2016-01 (DDIR REPORT#PHENIX CITY-2)                                 | 0.000 | 08/15/2016 | UNCLASSIFIED             | \$39,031  |
| L24AC | 2  | ER<br>9010(966)           | 100065633 | CN | EMERGENCY REPAIRS OF FAILED STORM DRAIN PIPE ON STADIUM DRIVE AT THE INTERSECTION WITH 37TH STREET IN THE CITY OF PHENIX CITY. FHWA DISASTER #AL2016-01 (DDIR REPORT#PHENIX CITY-2)                                 | 0.000 | 08/15/2016 | UNCLASSIFIED             | \$0       |
| L24AC | 2  | ERPR<br>9010(996)         | 100065757 | CN | PERMANENT RESTORATION OF A FAILED SLOPE ON NUCKOLS ROAD (CR-39) APPROXIMATELY 0.4 MILES NORTH OF OSWICHEE ROAD (CR-18). FHWA DISASTER #AL2016-01 (DDIR REPORT #RUSSELL-1)   | 0.000 | 11/15/2016 | UNCLASSIFIED             | \$38,500  |
| L24AC | 2  | ERPR<br>9010(995)         | 100065764 | CN | PERMANENT RESTORATION OF A SLOPE FAILURE ON CROSSWINDS ROAD APPROXIMATELY 0.3 MILES SOUTH OF SANDFORT ROAD (CR-28). FHWA DISASTER #AL2016-01 (DDIR REPORT #RUSSELL-5)   | 0.000 | 11/15/2016 | UNCLASSIFIED             | \$27,500  |
| 99007 | 10 | 99-706-570-280-701<br>( ) | 100067350 | MC | REPAIR 48" BCM ROADWAY PIPE FAILURE ON SR-1 (US-280) AT MP 113.22 IN RUSSELL COUNTY   | 0.000 | 08/15/2017 | UNCLASSIFIED             | \$225,000 |



## Authorized Projects

### Sponsor: RUSSELL COUNTY

| Program | Table No. | FA Nbr.                | Project Number | Scope | Project Description   | Project Length (miles) | Start Date | Type of Work       | Estimated Cost |
|---------|-----------|------------------------|----------------|-------|---|------------------------|------------|--------------------|----------------|
| A2RDY   | 2         | ACAA59579<br>ATRP(011) | 100059579      | CN    | PLANE, RESURFACE, AND TRAFFIC STRIPE CR-59 (AUBURN ROAD) FROM LEE COUNTY LINE TO SR-8 (US-80)   | 1.200                  | 11/06/2015 | RESURFACING        | \$353,475      |
| A2BR    | 2         | ACBR59572<br>ATRP(007) | 100059572      | CN    | BRIDGE REPLACEMENT LOCATED ON CR-137 (UCHEE HILL HIGHWAY) OVER LITTLE UCHEE CREEK RELIEF BIN #1018  | 0.000                  | 07/31/2015 | BRIDGE REPLACEMENT | \$569,687      |
| A2RDY   | 2         | ACAA59578<br>ATRP(013) | 100059578      | CN    | RESURFACE AND TRAFFIC STRIPE CR-53 (CROSSWINDS ROAD) FROM SR-1 (US-431) TO CR-28 (SANTFORD ROAD) AND CR-96 (KNOWLES ROAD) FROM CR-53 TO THE PHENIX CITY CITY LIMITS | 0.000                  | 05/26/2017 | RESURFACING        | \$156,530      |
| ULPC    | 1         | ACAA59578<br>ATRP(013) | 100059578      | CN    | RESURFACE AND TRAFFIC STRIPE CR-53 (CROSSWINDS ROAD) FROM SR-1 (US-431) TO CR-28 (SANTFORD ROAD) AND CR-96 (KNOWLES ROAD) FROM CR-53 TO THE PHENIX CITY CITY LIMITS | 0.000                  | 05/26/2017 | RESURFACING        | \$251,673      |

# ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2018 Through 2021 - Financial Plan

## Columbus-Phenix City Transportation Study - MPO

| Surface Transportation Attributable Projects   |  | 2018          | 2019          | 2020          | 2021          |
|--|--|---------------|---------------|---------------|---------------|
| Other Surface Transportation Program Projects (includes Bridge projects not on NH System)                          |  |               |               |               |               |
| Carryover From Previous Year (Federal Funds Only)  |  | \$5,663,618   | \$3,258,268   | \$3,790,118   | \$5,181,968   |
| Apportionment (Federal Funds Only)   |  | \$1,391,850   | \$1,391,850   | \$1,391,850   | \$1,391,850   |
| Funds Available to the MPO for Programming (Federal Funds Only)  |  | \$8,055,468   | \$4,650,118   | \$5,181,968   | \$6,573,818   |
| Estimated Cost of Planned Projects (Federal Funds Only)  |  | \$4,797,200   | \$860,000     | \$0           | \$5,800,000   |
| Balance Forward (Federal Funds Only)   |  | \$3,258,268   | \$3,790,118   | \$5,181,968   | \$773,818     |
| National Highway Performance Program (APD, IM, Bridge projects on NH System)                                       |  |               |               |               |               |
| Funds Available for Programming Statewide (Federal Funds Only)   |  | \$170,346,033 | \$170,346,033 | \$170,346,033 | \$170,346,033 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only)   |  | \$0           | \$0           | \$0           | \$0           |
| Percentage Programmed in the MPO Area (Federal Funds Only)   |  | 0%            | 0%            | 0%            | 0%            |
| State Funded Projects  |  |               |               |               |               |
| Funds Available for Programming Statewide (Federal Funds Only)   |  | \$427,907,734 | \$427,907,734 | \$427,907,734 | \$427,907,734 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only)   |  | \$0           | \$0           | \$0           | \$0           |
| Percentage Programmed in the Tuscaloosa Area (Federal Funds Only)  |  | 0%            | 0%            | 0%            | 0%            |
| Transportation Alternatives Program (TAP) (formerly TE)  |  |               |               |               |               |
| Projects in this category are funded through annual grant applications and will not be known until late each year. |  |               |               |               |               |
| Funds Available for Programming Statewide (Federal Funds Only)   |  | \$15,592,429  | \$15,592,429  | \$15,592,429  | \$15,592,429  |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only)   |  | \$0           | \$0           | \$0           | \$0           |
| Percentage Programmed in the MPO Area (Federal Funds Only)   |  | 0%            | 0%            | 0%            | 0%            |
| Transit Projects   |  |               |               |               |               |
| Funds Available for Programming Statewide (Federal Funds Only)   |  | \$32,000,000  | \$32,000,000  | \$32,000,000  | \$32,000,000  |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only)   |  | \$0           | \$0           | \$0           | \$0           |
| Percentage Programmed in the MPO Area (Federal Funds Only)   |  | 0%            | 0%            | 0%            | 0%            |
| System Maintenance Projects  |  |               |               |               |               |
| State Funds Available for Programming Statewide (Total Funds)  |  | \$30,000,000  | \$30,000,000  | \$30,000,000  | \$30,000,000  |
| MPO Area Estimated Cost of Planned Projects (Total Funds)  |  | \$0           | \$0           | \$0           | \$0           |
| Percentage Programmed in the MPO Area (Total Funds)  |  | 0%            | 0%            | 0%            | 0%            |

# ALDOT SPREADSHEET FOR ALL TIP Fiscal Years 2018 Through 2021 - Financial Plan

## Columbus-Phenix City Transportation Study - MPO

|   | 2018         | 2019         | 2020         | 2021         |
|---|--------------|--------------|--------------|--------------|
| <b>Safety Projects</b>  |              |              |              |              |
| Funds Available for Programming Statewide (Federal Funds Only)  | \$64,958,603 | \$64,958,603 | \$64,958,603 | \$64,958,603 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only)  | \$0          | \$0          | \$0          | \$0          |
| Percentage Programmed in the MPO Area (Federal Funds Only)  | 0%           | 0%           | 0%           | 0%           |
| <b>Other Federal and State Aid Projects</b>   |              |              |              |              |
| Funds Available for Programming Statewide (Federal Funds Only)  | \$20,051,181 | \$20,051,181 | \$20,051,181 | \$20,051,181 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only)  | \$0          | \$0          | \$0          | \$0          |
| Percentage Programmed in the MPO Area (Federal Funds Only)  | 0%           | 0%           | 0%           | 0%           |
| <b>Congestion Mitigation and Air Quality Projects - Birmingham Area Only</b>  |              |              |              |              |
| Carryover From Previous Year (Federal Funds Only)   | \$10,902,559 | \$10,902,559 | \$10,902,559 | \$10,902,559 |
| Apportionment (Federal Funds Only)  | \$0          | \$0          | \$0          | \$0          |
| Funds Available for Programming (Federal Funds Only)  | \$0          | \$0          | \$0          | \$0          |
| Estimated Cost of Planned Projects (Federal Funds Only)   | \$0          | \$0          | \$0          | \$0          |
| Balance Forward (Federal Funds Only)  | \$0          | \$0          | \$0          | \$0          |
| <b>High Priority and Congressional Earmark Projects (Discontinued but money still available via carryover)</b>  |              |              |              |              |
| This group of projects usually results from congressional action in an annual appropriations bill. These projects and the amount available for programming annually is an unknown factor. |              |              |              |              |
| Funds Available for Programming Statewide (Federal Funds Only)  | \$33,501,939 | \$33,501,939 | \$33,501,939 | \$33,501,939 |
| MPO Area Estimated Cost of Planned Projects (Federal Funds Only)  | \$0          | \$0          | \$0          | \$0          |

ALABAMA PORTION - IN (000'S)

| PI #           | PROJECT NAME                                 | TIER I |       |       |          |       |     |         |      |       |      |       |     |       |     |
|----------------|--|--------|-------|-------|----------|-------|-----|---------|------|-------|------|-------|-----|-------|-----|
|                |  | FY 18  |       |       |          | FY 19 |     |         |      | FY 20 |      |       |     | FY 21 |     |
|                |  | PE     | RW    | UTL   | CST      | PE    | RW  | CST     | PE   | RW    | UTL  | CST   | PE  | RW    | CST |
| 100061135      | Bridge Repl. Over Soap Crk                   | \$0    | \$0   | \$0   | \$512    | \$0   | \$0 | \$0     | \$0  | \$0   | \$0  | \$0   | \$0 | \$0   | \$0 |
| 100041410      | SR 8 Bridge                                  |        |       |       |          |       |     |         |      |       |      |       |     |       |     |
|                | Repl over Little Uchee Creek                 | \$0    | \$0   | \$0   | \$9,690  | \$0   | \$0 | \$0     | \$0  | \$0   | \$0  | \$0   | \$0 | \$0   | \$0 |
| 100067446      | Resurface 16 <sup>th</sup> Avenue            | \$0    | \$0   | \$0   | \$0      | \$90  | \$0 | \$573   | \$0  | \$0   | \$0  | \$0   | \$0 | \$0   | \$0 |
| 100067444      | Resurface S. Seale Road                      | \$0    | \$0   | \$0   | \$0      | \$56  | \$0 | \$359   | \$0  | \$0   | \$0  | \$0   | \$0 | \$0   | \$0 |
| 100067424      | Resurface Melanie Lane                       | \$0    | \$0   | \$0   | \$0      | \$73  | \$0 | \$459   | \$0  | \$0   | \$0  | \$0   | \$0 | \$0   | \$0 |
| 1000           | Resurface CR-243                             | \$0    | \$0   | \$0   | \$0      | \$0   | \$0 | \$880   | \$0  | \$0   | \$0  | \$0   | \$0 | \$0   | \$0 |
|                | Resurface CR-197                             | \$0    | \$0   | \$0   | \$840    | \$0   | \$0 | \$0     | \$0  | \$0   | \$0  | \$0   | \$0 | \$0   | \$0 |
| 1000           | Seale Road Bridge Repl.                      | \$0    | \$0   | \$0   | \$0      | \$0   | \$0 | \$0     | \$50 | \$0   | \$50 | \$550 | \$0 | \$0   | \$0 |
|                | Streetscape on 14 <sup>th</sup> Street in PC | \$35   | \$0   | \$0   | \$423    | \$0   | \$0 | \$0     | \$0  | \$0   | \$0  | \$0   | \$0 | \$0   | \$0 |
| SUBTOTAL COSTS |  | \$35   | \$150 | \$150 | \$15,285 | \$219 | \$0 | \$2,271 | \$50 | \$0   | \$50 | \$550 | \$0 | \$0   | \$0 |
| TOTAL COSTS    |  |        |       |       | \$15,620 |       |     | \$2,490 |      |       |      | \$650 |     |       | \$0 |

“All projected cost of Alabama projects are in Year of Expenditure (YOE) dollars”

ALABAMA PORTION - IN (000'S)

| PI #           | PROJECT NAME                       | TIER I |       |       |         |       |     |     |     |       |         |     |     |         |  |  |  |
|----------------|------------------------------------|--------|-------|-------|---------|-------|-----|-----|-----|-------|---------|-----|-----|---------|--|--|--|
|                |                                    | FY 18  |       |       |         | FY 19 |     |     |     | FY 20 |         |     |     | FY 21   |  |  |  |
|                |                                    | PE     | RW    | UTL   | CST     | PE    | RW  | CST | PE  | RW    | CST     | PE  | RW  | CST     |  |  |  |
| 100067563      | Resurface Freeman Road             | \$0    | \$0   | \$0   | \$0     | \$0   | \$0 | \$0 | \$0 | \$0   | \$0     | \$0 | \$0 | \$0     |  |  |  |
| 100060116      | 5 <sup>th</sup> Street Resurfacing | \$0    | \$0   | \$168 | \$1,065 | \$0   | \$0 | \$0 | \$0 | \$0   | \$0     | \$0 | \$0 | \$0     |  |  |  |
| 100067564      | Resurface Owens Road               | \$0    | \$0   | \$0   | \$0     | \$0   | \$0 | \$0 | \$0 | \$0   | \$108   | \$0 | \$0 | \$0     |  |  |  |
| 1000           | Resurface CR-318                   | \$0    | \$0   | \$0   | \$0     | \$0   | \$0 | \$0 | \$0 | \$0   | \$1,320 | \$0 | \$0 | \$0     |  |  |  |
| 100059582      | Repl. Bridge on CR-427             | \$0    | \$150 | \$150 | \$2,755 | \$0   | \$0 | \$0 | \$0 | \$0   | \$0     | \$0 | \$0 | \$0     |  |  |  |
| 1000           | Resurface CR-249                   | \$0    | \$0   | \$0   | \$0     | \$0   | \$0 | \$0 | \$0 | \$0   | \$552   | \$0 | \$0 | \$0     |  |  |  |
| 100067565      | Resurface Owens Rd II              | \$0    | \$0   | \$0   | \$0     | \$0   | \$0 | \$0 | \$0 | \$0   | \$0     | \$0 | \$0 | \$262   |  |  |  |
| 1000           | Resurface CR-379                   | \$0    | \$0   | \$0   | \$0     | \$0   | \$0 | \$0 | \$0 | \$0   | \$0     | \$0 | \$0 | \$1,625 |  |  |  |
| 100067566      | Resurface McLendon Road            | \$0    | \$0   | \$0   | \$0     | \$0   | \$0 | \$0 | \$0 | \$0   | \$0     | \$0 | \$0 | \$412   |  |  |  |
| SUBTOTAL COSTS |                                    | \$0    | \$150 | \$318 | \$3,820 | \$0   | \$0 | \$0 | \$0 | \$0   | \$2,483 | \$0 | \$0 | \$2,299 |  |  |  |
| TOTAL COSTS    |                                    |        |       |       | \$4,288 |       |     | \$0 |     |       | \$2,483 |     |     | \$2,299 |  |  |  |

ALABAMA PORTION - IN (000'S)

| PI #           | PROJECT NAME                  | TIER I  |     |         |       |     |     |       |     |     |       |     |     |
|----------------|-------------------------------|---------|-----|---------|-------|-----|-----|-------|-----|-----|-------|-----|-----|
|                |                               | FY 18   |     |         | FY 19 |     |     | FY 20 |     |     | FY 21 |     |     |
|                |                               | PE      | RW  | CST     | PE    | RW  | CST | PE    | RW  | CST | PE    | RW  | CST |
| 100063082      | Brickyard Road - Phase I      | \$0     | \$0 | \$1,298 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 |
| 100063086      | Brickyard Road - Phase II     | \$0     | \$0 | \$458   | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 |
| 100063088      | South Railroad Street - PH I  | \$0     | \$0 | \$989   | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 |
| 100063090      | South Railroad Street - PH II | \$0     | \$0 | \$791   | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 |
| 100063092      | Resurface Bradley Road        | \$0     | \$0 | \$514   | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 |
| 100063093      | Resurface Lato Road           | \$0     | \$0 | \$504   | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 |
| 100063094      | Resurface Tarver Road         | \$0     | \$0 | \$392   | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 |
| 100066614      | Resurface SR-8 (US-80)        | \$1,890 | \$0 | \$0     | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 |
| 100066945      | Resurface & Widening SR-165   | \$1,493 | \$0 | \$0     | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 |
| SUBTOTAL COSTS |                               | \$3,383 | \$0 | \$4,946 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 | \$0   | \$0 | \$0 |
| TOTAL COSTS    |                               |         |     | \$4,946 |       |     | \$0 |       |     | \$0 |       |     | \$0 |

| ALABAMA DEPARTMENT OF TRANSPORTATION FUNDING CODES |                                |         |  |                                |
|--|--------------------------------|---------|--|--------------------------------|
|  |                                |         |  |                                |
| AAD  | DEFENSE ACCESS                 | BELT    |  | SFTY INCENT SEAT BELT APPORT   |
| A-AD   | DEFENSE ACCESS ROAD PROGRAM    | BR      |  | BR REPLACEMENT                 |
| ACAPD  | ADV CONST APPA DEVEL           | BRZ     |  | BR REPLACEMENT 15% OFF SYS     |
| ACBGBRZ  | GARVEY BONDS ISSUE 1 BRIDGES   | CA      |  | AD CONTROL APPN                |
| ACBR   | ADVANCE CONST BRIDGE           | CFP     |  | HWY XING FED PROJECT           |
| ACER   | ADV CON EMERGENCY REL          | CJF     |  | JUNKYARD CONTROL               |
| ACF  | ADV CON PRIMARY PROG           | CMAQ    |  | CONGS MIT & AIR QUALITY        |
| ACGBBR   | ADVANCE CONST BRIDGE           | DBAA    |  | STEAM ANY AREA                 |
| ACGBSTP  | GARVEY BONDS ISSUE 1 "STP"     | DBBH    |  | STEAM URBAN AREA BIRMINGHAM    |
| ACHPP  | AC HIGH PRIORITY CORR          | DBE     |  | MINORITY BUSINESS ENTERPRISE   |
| ACIM   | ADCON INTERSTATE MAINT         | DBMB    |  | STEAM URBAN AREA MOBILE        |
| ACIR   | ADCON IR 36MO PAYBK            | DBMT    |  | STEAM URBAN AREA MONTGOMERY    |
| ACNH   | ADCON NATIONAL HWY SYSTEM      | DBOA    |  | STEAM OTHER THAN 200K URBAN    |
| ACSTP  | ADVANCED CONST STP             | DBPC    |  | STEAM URBAN AREA PHENIX CITY   |
| ACSTPAA  | ADV CONS STPAA REG             | DE      |  | DEMO PROJECTS                  |
| ACSTPOA  | AC STEAM OTHER THAN 200K URBAN | DEMO    |  | MISC HIGHWAY PROJ              |
| AEROF  | FEDERAL AERONAUTICS            | FDA     |  | FEMA FED DISASTER ASSIST       |
| AEROS  | STATE AERONAUTICS              | DESTP   |  | STP DEMOS                      |
| AFS  | DEMO N BHAM BELTLINE           | DP      |  | ECONOMIC GROWTH CNTR           |
| APD  | APPALACHIAN DEV HWY SYS        | DPI     |  | INNOVATIVE PROJECTS            |
| APL  | APPALACHIAN HWY                | DPR     |  | RURAL ACCESS                   |
| APSP   | AIRPORT PROJECT SPONSORSHIP PR | DPR-APD |  | ADCON RURAL ACCESS             |
| ASAP   | ACCELERATED SAFETY ACTIVITIES  | DPS     |  | HIGH PRIORITY NHS CORRIDORS    |
| ASD01  | ALABAMA STATE DOCKS            | DRTD    |  | DELTA REGION TRANSP DEVEL LZ50 |
| BAC  | DUI: 08 BLOOD ALCOHOL          | EB      |  | EQUITY BONUS                   |

|       |                                |      |                             |
|-------|--------------------------------|------|-----------------------------|
| ER    | EMERGENCY RELIEF               | IDR  | INTRST DISCRENRY 4R         |
| F     | RUAL PRIMARY                   | IM   | INTERSTATE MAINTENANCE      |
| F     | CONSOLIDATED PRIMARY           | IMD  | INTERSTATE MAINT DISCRET    |
| F     | PRIMARY                        | ITS  | INTELLIGENT TRANS SYS FUNDS |
| FAUP  | FEDERAL WORK ORDERS            | IVH  | CONGESTION MANAGEMENT       |
| FBD   | FERRY BOAT DISC FUNDS          | JARC | JOB ACCESS REVER COMMUTE    |
| FDR   | FOREST DEVELOPMNT RD           | LSF  | LANDSCAPING-SCENIC          |
| FF    | PRIORITY PRIMARY               | LTAP | LOCAL TECH ASSIST PROG      |
| FH    | FOREST HIGHWAY                 | LVOE | LEVEL OF EFFORT             |
| FLEX  | FLEXIBLE ACCT FUNDS            | M    | URBAN STST NOT ATRIB        |
| FLH   | PUB LANDS OLD FUNDS            | MAAA | ANY AREA                    |
| FR    | PRIMARY 4R PROGRAM             | MAAA | STEAM ANY AREA              |
| FTA3  | FTA SECTION 5309               | MABH | URBAN AREA BIRMINGHAM       |
| FTA3C | CAPITAL NEW STARTS/FED EARMARK | MAMB | STEAM URBAN AREA MOBILE     |
| FTA9  | FTA SECTION 5307               | MAMT | URBAN AREA MONTGOMERY       |
| FTA9C | CAPITAL PROGRAMS FOR >50K      | MAOA | OTHER THAN 200K URBAN       |
| HCBPP | HISTORIC COVERED BR PRES PROG  | MAPC | URBAN AREA PHENIX CITY      |
| HDPC  | HIGH PERFORMANCE CONCRETE      | MBE  | MBE SUPPORT SERVICES        |
| HES   | HAZARD ELIM PROGRAM            | MCAA | MILITARY CONST APPR ACCT    |
| HHS   | HIGH HAZARD LOCATION           | MG   | MIN GUARANTEE REG OBLIG     |
| HPP   | HI PRIORITY PROJECT PROGRAM    | NCPD | NAT CORRIDOR PLAN AND DEV   |
| HRRR  | HWY SAFETY IMP PROG RURAL LU   | NFIG | NEW FREEDOM INIT RURAL      |
| HSIP  | HIGHWAY SAFETY IMP PROG        | NH   | NATIONAL HIGHWAY SYSTEM     |
| HSR   | MW HIGH SPEED RAIL COOR        | NHBP | NAT HISTORIC BRDG PROG LE30 |
| I     | INTERSTATE REGULAR             | NHI  | NHI TRAINING PROGRAM        |
| IBRCP | INNOVATIVE BR RES & CONST      | NRD  | RIDSHARE DEMO PROGRAM       |
| ID    | INTERSTATE DSCR FUND           | OJT  | ON THE JOB TRAINING PROGRAM |



| OS     | OFF SYSTEM ROADS            | SPS   | LONG TERM PAVEMENT PERF         |
|--------|-----------------------------|-------|---------------------------------|
| PFH    | FOREST HIGHWAY              | SR    | SECONDARY 4R PROGRAM            |
| PL     | METROPOLITAN PLANNING       | SRS   | SAFER ROADS DEMO                |
| PLH    | PUBLIC LANDS HIGHWAY        | SRTS  | SAFE RTES TO SCHOOL PROG        |
| PMS    | PAVEMENT MARKING DEMO       | STMAA | STP ANY AREA ARRA               |
| RECA   | REDIST CERTAIN AUTH         | STMBH | URBAN AREA BHRM AREA            |
| REST   | FUND RESTOR APPN            | STMFB | FERRY BOAT DISCRET ARRA         |
| RETBH  | FUND RESORATION BHAM        | STMFH | FOREST HIGHWAY ARRA             |
| RESTF  | FUNDING RESTORATION APPN    | STMHV | URBAN AREA HUNTSVILLE ARRA      |
| RESTM  | FUND RESTORATION MONTGOMERY | STMLL | URBAN AREA LILLIAN/PENS ARRA    |
| RESTPC | STEA FUNDING RESTOR PHENIX  | STMMB | URBAN AREA MOBILE AREA          |
| RHCH   | RAIL-HWY HAZARD ELIM        | STMNU | NON-URBAN AREAS ARRA            |
| RHPD   | RAIL-HWY PROTECTION DEV     | STMOA | OTHER THAN 200K ARRA            |
| ROS    | RDSIDE OBSTACLE ELIM        | STMPC | URBAN AREA PHENIX CITY ARRA     |
| RPT    | FTA SECTION 5311            | STMTE | TRANSPORTATION ENHANCEMENT ARRA |
| RRO    | RR-HWY OFF SYS OTHER        | STPAA | STP ANY AREA LUE                |
| RRP    | RR-HWY XING PROT DEV        | STPBH | URBAN AREA BIRMINGHAM           |
| RRS    | RR-HWY XING OTHER           | STPHS | HAZARD ELIMINATION              |
| RS     | RURAL SECONDARY             | STPHV | URBAN AREA HUNTSVILLE           |
| RTAP   | RUR TRANS ASST PROG         | STPLL | URBAN AREA LILLIAN/PENS         |
| S      | SECONDARY                   | STPMB | URBAN AREA MOBILE               |
| SB     | TEA-21 SCENIC BYWAYS        | STPMT | URBAN AREA MONTGOMERY           |
| SBPG   | SAFETY BELT PROG GRANT      | STPNU | NON-URBAN AREAS                 |
| SMFF   | SURP MILITARY FIELD FUND    | STPOA | STP < 200K                      |
| SOS    | SAFER OFF SYSTEM RDS        | STPPC | URAN AREA PHENIX CITY           |
| SPGT   | OHTS SEC. 402 GRANTS        | STPRH | RAIL-HWY HAZARD ELIM            |
| SPR    | HIGHWAY PLAN & RESEARCH     | STPRR | RAIL-HWY DEV                    |

|       |                                     |  |  |  |  |
|-------|-------------------------------------|--|--|--|--|
|       |                                     |  |  |  |  |
| STPSA | ANY HAZARD                          |  |  |  |  |
| STPTE | TRANSPORTATION ENHANCEMENT          |  |  |  |  |
| STRGB | SURF TRANS RSCH                     |  |  |  |  |
| TAP   | TRANSPORTATION ALTERNATIVES PROGRAM |  |  |  |  |
| TE    | WORK ZONE SAFETY TEST EVAL          |  |  |  |  |
| TBR   | TIMBER BRIDGE DEMO                  |  |  |  |  |
| TCD   | TRAFFIC SIGNAL DEMO                 |  |  |  |  |
| TCP   | MOTOR FUEL TAX COMPLIANCE           |  |  |  |  |
| TCSP  | TRANS COMM SYS PRES                 |  |  |  |  |
| TI    | TRANSPORTATION IMP PROJ             |  |  |  |  |
| TQF   | TRANSITION QUARTER                  |  |  |  |  |
| U     | URBAN EXTENSION ABC                 |  |  |  |  |
| UMPL  | FTA SECTION 5303                    |  |  |  |  |
| UMTA  | FTA SECTION 5310                    |  |  |  |  |
| UMTAC | CAPITAL ELDERLY/HANDICAPPED         |  |  |  |  |
| UWRG  | UNITED WE RIDE GRANT 5314           |  |  |  |  |

**100061135 – Bridge replacement over Soap Creek on CR-249. Bin #10792**

**PROJECT DESCRIPTION:** Bridge Replacement.

|  |                             |                            |
|--|-----------------------------|----------------------------|
| <b>Project #:</b> ACBRZ61135-ATRP(015) | <b>Project Length (MI):</b> | <b>County/City:</b> Lee    |
| <b>P.I. #:</b> 100061135               | <b>Existing Lanes:</b>      | <b>Sponsor:</b> Lee County |
| <b>TIP #:</b>                          | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b>          |
| <b>Funding Code:</b>                   |                             | <b>DOT DIST:</b>           |
| <b>Funding:</b> ATRIP                  | <b>State/US #:</b>          | <b>Local RD#</b>           |

| <b>Project Phase</b>    | <b>\$ Source</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>Total</b> | <b>FY 22</b> | <b>FY 23</b> | <b>Total</b> |
|-------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i> |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>     |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>     | Fed/Local        | \$512        | \$0          | \$0          | \$0          | \$512        | \$0          | \$0          | \$0          |
| <b>Project Cost</b>     |                  | <b>\$512</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$512</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>     |                  | \$410        | \$0          | \$0          | \$0          | \$410        | \$0          | \$0          | \$0          |
| <i>State Cost</i>       |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Local Cost</i>       |                  | \$102        | \$0          | \$0          | \$0          | \$102        | \$0          | \$0          | \$0          |

**Comments:** Construction - \$512,848.00



**“All projected costs of Alabama projects are in Year of Expenditure (YOE) dollars”**

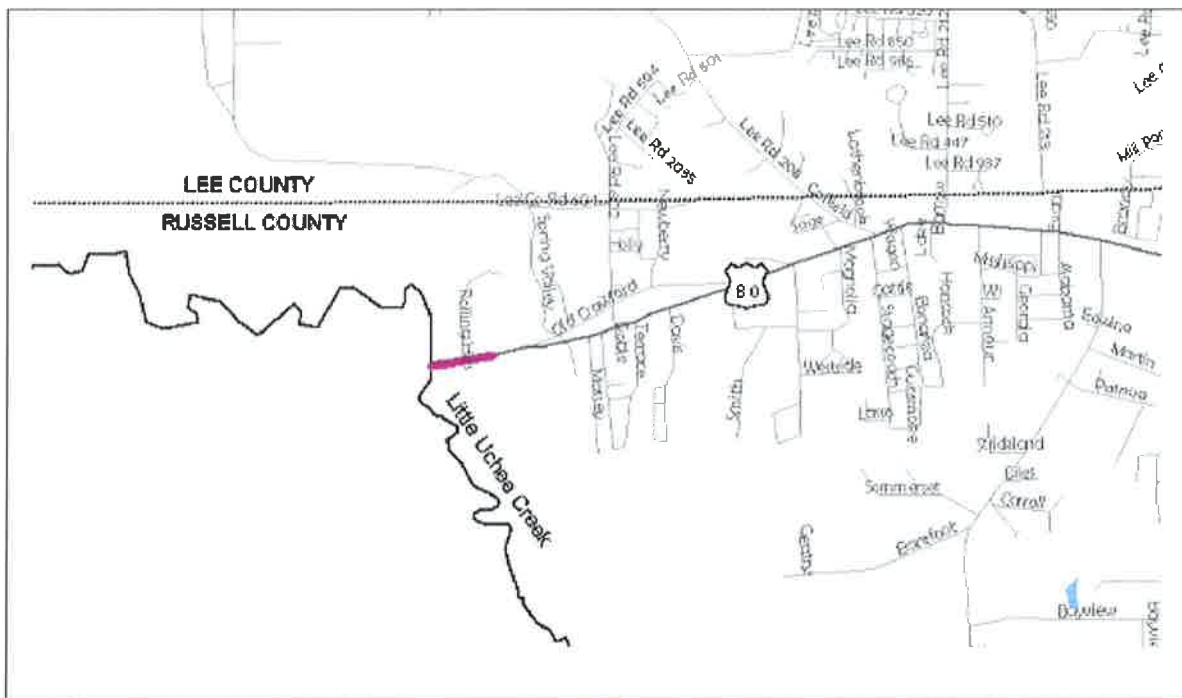
**100041410 – SR 8 (US-80) Bridge Replacement over Little Uchee Creek (Bin 002783 & Bin 002781 & 002782.**

**PROJECT DESCRIPTION:** Replace bridge over Little Uchee Creek on US 80 (SR 8).

|                                      |                             |                             |
|--------------------------------------|-----------------------------|-----------------------------|
| <b>Project #:</b> BR-0008            | <b>Project Length (MI):</b> | <b>County/City:</b> Russell |
| <b>P.I. #:</b> 100041410 & 100057890 | <b>Existing Lanes:</b>      | <b>SPONSOR:</b>             |
| <b>TIP #:</b>                        | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b>           |
| <b>Funding Code:</b> Q100            |                             | <b>DOT DIST:</b>            |
| <b>Funding:</b> ONBR                 | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>    | <i>\$ Source</i> | <i>FY 18</i>   | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|-------------------------|------------------|----------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i> |                  | \$0            | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>     |                  | Auth           | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Construction</i>     | Fed/State        | \$9,690        | \$0          | \$0          | \$0          | \$9,690        | \$0          | \$0          | \$0          |
| <b>Project Cost</b>     |                  | <b>\$9,690</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$9,690</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>     |                  | \$7,752        | \$0          | \$0          | \$0          | \$7,752        | \$0          | \$0          | \$0          |
| <i>State Cost</i>       |                  | \$1,938        | \$0          | \$0          | \$0          | \$1,938        | \$0          | \$0          | \$0          |
| <i>Local Cost</i>       |                  | \$0            | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |

**Comments:** CN - \$9,690,950.00



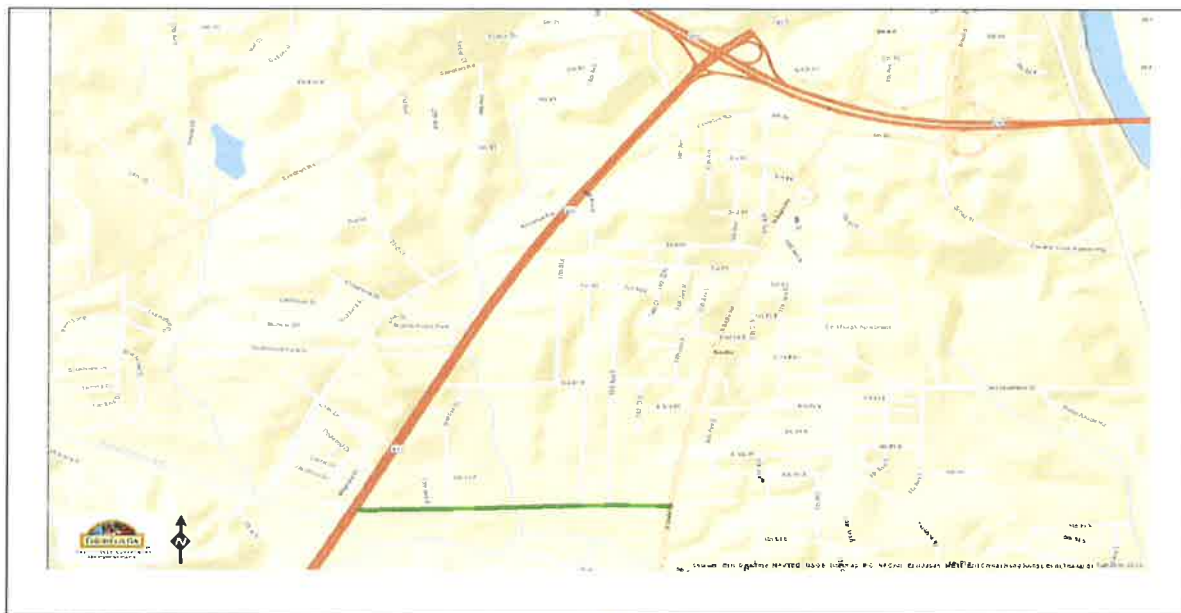
**100060116– 5<sup>th</sup> Street South Resurfacing and Improvements from South Seale Road to Martin Luther King Jr. Parkway.**

**PROJECT DESCRIPTION:** Resurfacing and Improvements.

|   |                             |  |                                 |
|---|-----------------------------|--|---------------------------------|
| <b>Project #:</b>   | <b>Project Length (MI):</b> |  | <b>County/City:</b> Phenix City |
| <b>P.I. #:</b> 100060116 & 100066645 (UT), 100060115 (PE) | <b>Existing Lanes:</b>      |  | <b>SPONSOR:</b>                 |
| <b>TIP #:</b>   | <b>Proposed Lanes:</b>      |  | <b>CONG DIST:</b>               |
| <b>Funding Code:</b>                                      |                             |  | <b>DOT DIST:</b>                |
| <b>Funding:</b> STPCM & A2RDY                             | <b>State/US #:</b>          |  | <b>Local RD#</b>                |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i>   | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|----------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | Auth           | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | Auth           | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Utilities</i>           | Fed/Other        | \$168          | \$0          | \$0          | \$0          | \$168          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$1,065        | \$0          | \$0          | \$0          | \$1,065        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$1,233</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$1,233</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$1,074        | \$0          | \$0          | \$0          | \$1,074        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0            | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$159          | \$0          | \$0          | \$0          | \$159          | \$0          | \$0          | \$0          |

**Comments:** STPCM - \$1,065,000.00 CST (\$940,000.00 Feds & \$125,000.00 Other)  
\$168,000 UTL (\$134,000.00 Feds & \$34,000.00 Other)





**100059582– Replace Bridge on CR-427 (Opelika Road) BIN #1730 and CR-296 (Cutrate Road) Improvements**

**PROJECT DESCRIPTION:** Bridge Replacement & Road Improvements.

|  |                             |                                 |
|--|-----------------------------|---------------------------------|
| <b>Project #:</b> ACAABRZ59582<br>ATRP (011) | <b>Project Length (MI):</b> | <b>County/City:</b> Phenix City |
| <b>P.I. #:</b> 100059582 &<br>100059896      | <b>Existing Lanes:</b>      | <b>SPONSOR:</b>                 |
| <b>TIP #:</b>                                | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b>               |
| <b>Funding Code:</b>                         |                             | <b>DOT DIST:</b>                |
| <b>Funding:</b> STPPC                        | <b>State/US #:</b>          | <b>Local RD#</b>                |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i>   | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|----------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | Auth           | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        | Fed/Other        | \$150          | \$0          | \$0          | \$0          | \$150          | \$0          | \$0          | \$0          |
| <i>Utilities</i>           | Fed/Other        | \$150          | \$0          | \$0          | \$0          | \$150          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$2,755        | \$0          | \$0          | \$0          | \$2,755        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$3,055</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$3,055</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$2,488        | \$0          | \$0          | \$0          | \$2,488        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0            | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$567          | \$0          | \$0          | \$0          | \$567          | \$0          | \$0          | \$0          |

**Comments:**



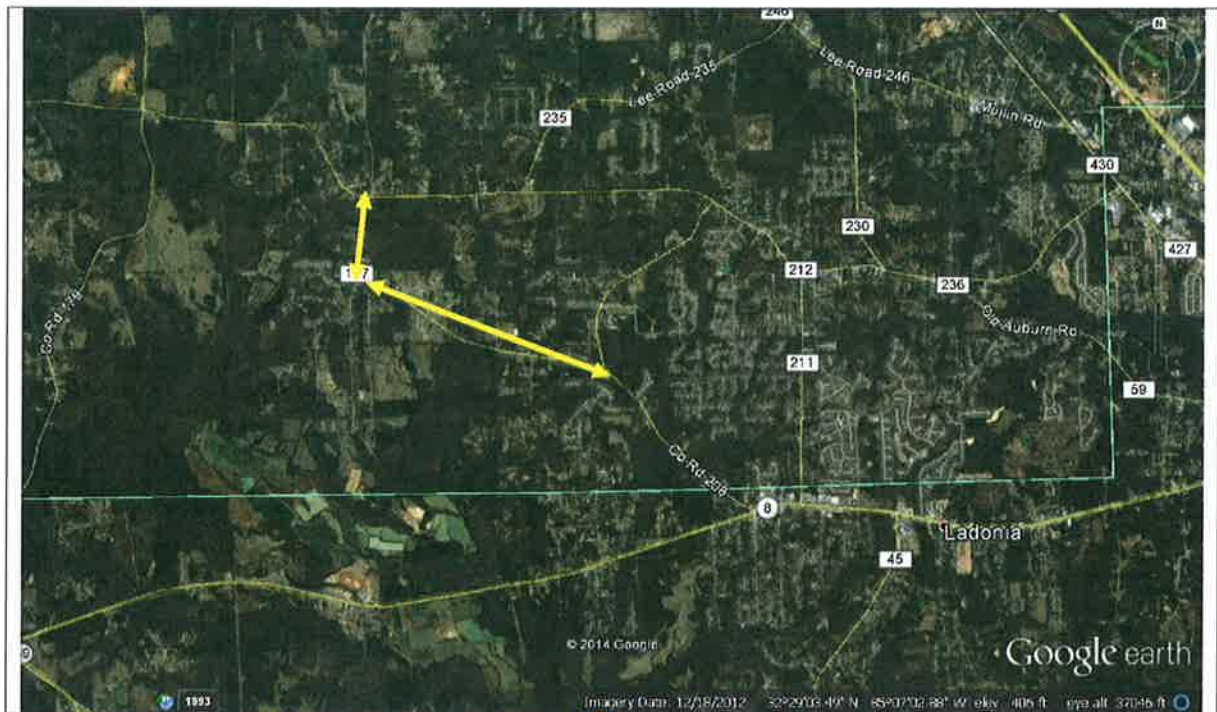
**100062982– Widen and Resurface CR-197 from CR-208 to CR-240**

**PROJECT DESCRIPTION: Widen and Resurface**

|                                  |                                 |                            |
|----------------------------------|---------------------------------|----------------------------|
| <b>Project #:</b> STPPC-4114 ( ) | <b>Project Length (MI):</b> 2.4 | <b>County/City:</b>        |
| <b>P.I. #:</b> 100062982         | <b>Existing Lanes:</b>          | <b>SPONSOR:</b> Lee County |
| <b>TIP #:</b>                    | <b>Proposed Lanes:</b>          | <b>CONG DIST:</b>          |
| <b>Funding Code:</b>             |                                 | <b>DOT DIST:</b>           |
| <b>Funding:</b> STPCE            | <b>State/US #:</b>              | <b>Local RD#</b>           |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Local        | \$840        | \$0          | \$0          | \$0          | \$840        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$840</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$840</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$672        | \$0          | \$0          | \$0          | \$672        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Local Cost</i>          |                  | \$168        | \$0          | \$0          | \$0          | \$168        | \$0          | \$0          | \$0          |

**Comments:**





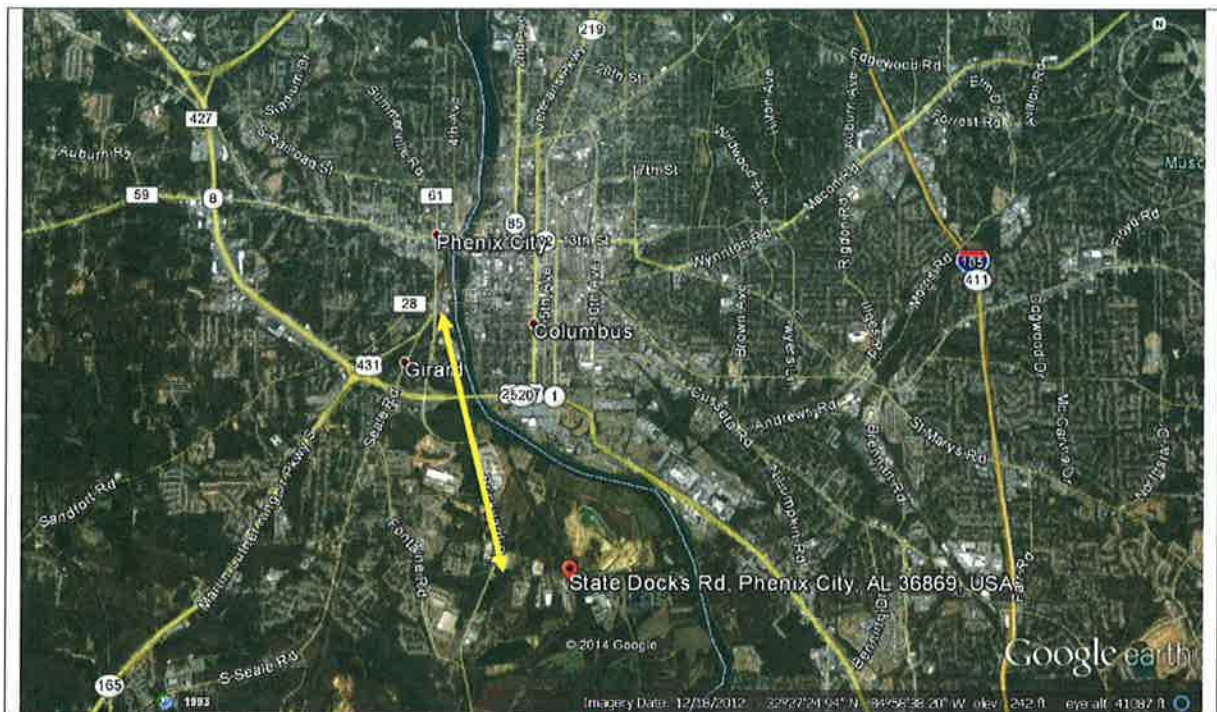
**100063082 - Brickyard Road Resurfacing – from Dillingham Street to State Docks Road**

**PROJECT DESCRIPTION:** Resurface

|                                      |                                  |                             |
|--------------------------------------|----------------------------------|-----------------------------|
| <b>Project #:</b>                    | <b>Project Length (MI):</b> 2.10 | <b>County/City:</b>         |
| <b>P.I. #:</b> 100063082 & 100063080 | <b>Existing Lanes:</b>           | <b>SPONSOR:</b> Phenix City |
| <b>TIP #:</b>                        | <b>Proposed Lanes:</b>           | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>                 |                                  | <b>DOT DIST:</b>            |
| <b>Funding:</b> STPCE                | <b>State/US #:</b>               | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i>          | <i>FY 19</i>      | <i>FY 20</i>      | <i>FY 21</i>      | <i>Total</i>          | <i>FY 22</i>      | <i>FY 23</i>      | <i>Total</i>      |
|----------------------------|------------------|-----------------------|-------------------|-------------------|-------------------|-----------------------|-------------------|-------------------|-------------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | Auth                  | \$0               | \$0               | \$0               | \$0                   | \$0               | \$0               | \$0               |
| <i>Right-of Way</i>        |                  | \$0                   | \$0               | \$0               | \$0               | \$0                   | \$0               | \$0               | \$0               |
| <i>Construction</i>        | Fed/Other        | \$1,298               | \$0               | \$0               | \$0               | \$1,298               | \$0               | \$0               | \$0               |
| <b><i>Project Cost</i></b> |                  | <b><i>\$1,298</i></b> | <b><i>\$0</i></b> | <b><i>\$0</i></b> | <b><i>\$0</i></b> | <b><i>\$1,298</i></b> | <b><i>\$0</i></b> | <b><i>\$0</i></b> | <b><i>\$0</i></b> |
| <i>Federal Cost</i>        |                  | \$1,038               | \$0               | \$0               | \$0               | \$1,038               | \$0               | \$0               | \$0               |
| <i>State Cost</i>          |                  | \$0                   | \$0               | \$0               | \$0               | \$0                   | \$0               | \$0               | \$0               |
| <i>Other Cost</i>          |                  | \$260                 | \$0               | \$0               | \$0               | \$260                 | \$0               | \$0               | \$0               |

**Comments:**





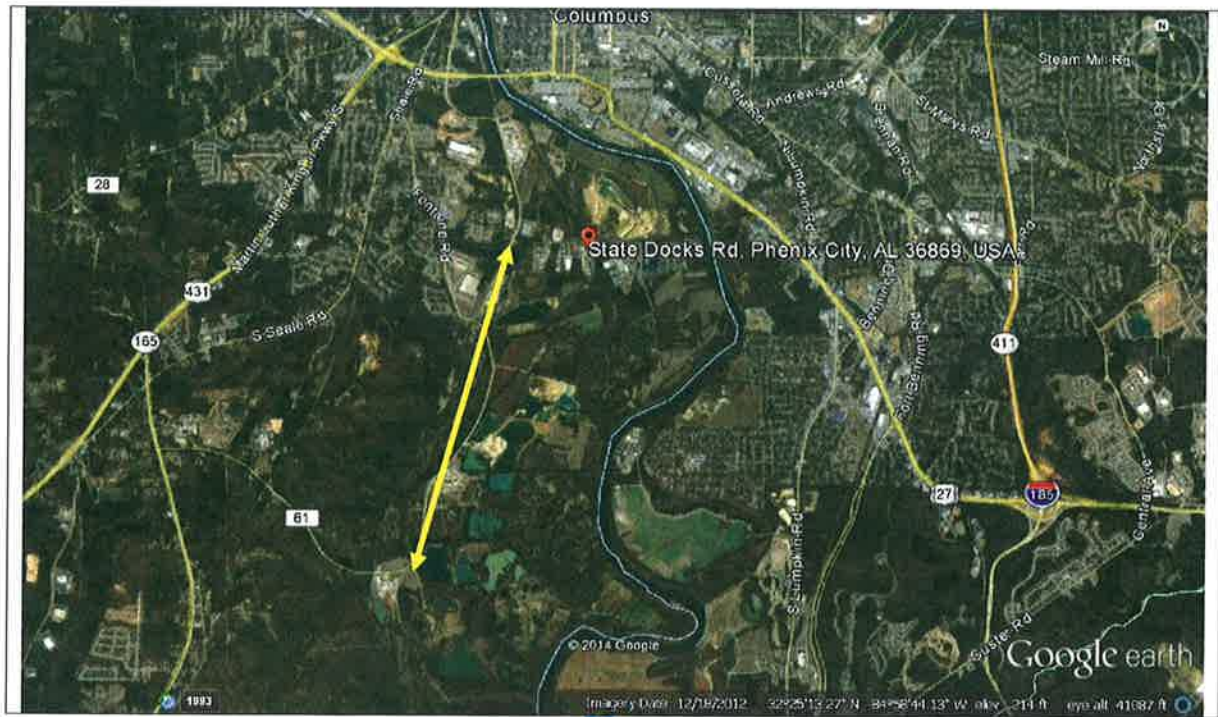
# **100063086 - Brickyard Road Resurfacing – from State Docks Road to City Limits**

**PROJECT DESCRIPTION:** Resurface

|                                      |                                  |  |                             |
|--------------------------------------|----------------------------------|--|-----------------------------|
| <b>Project #:</b>                    | <b>Project Length (MI): 2.10</b> |  | <b>County/City:</b>         |
| <b>P.I. #:</b> 100063086 & 100063085 | <b>Existing Lanes:</b>           |  | <b>SPONSOR:</b> Phenix City |
| <b>TIP #:</b>                        | <b>Proposed Lanes:</b>           |  | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>                 |                                  |  | <b>DOT DIST:</b>            |
| <b>Funding:</b> STPCE                | <b>State/US #:</b>               |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | Auth         | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$458        | \$0          | \$0          | \$0          | \$458        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$458</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$458</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$366        | \$0          | \$0          | \$0          | \$366        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$92         | \$0          | \$0          | \$0          | \$92         | \$0          | \$0          | \$0          |

**Comments:**



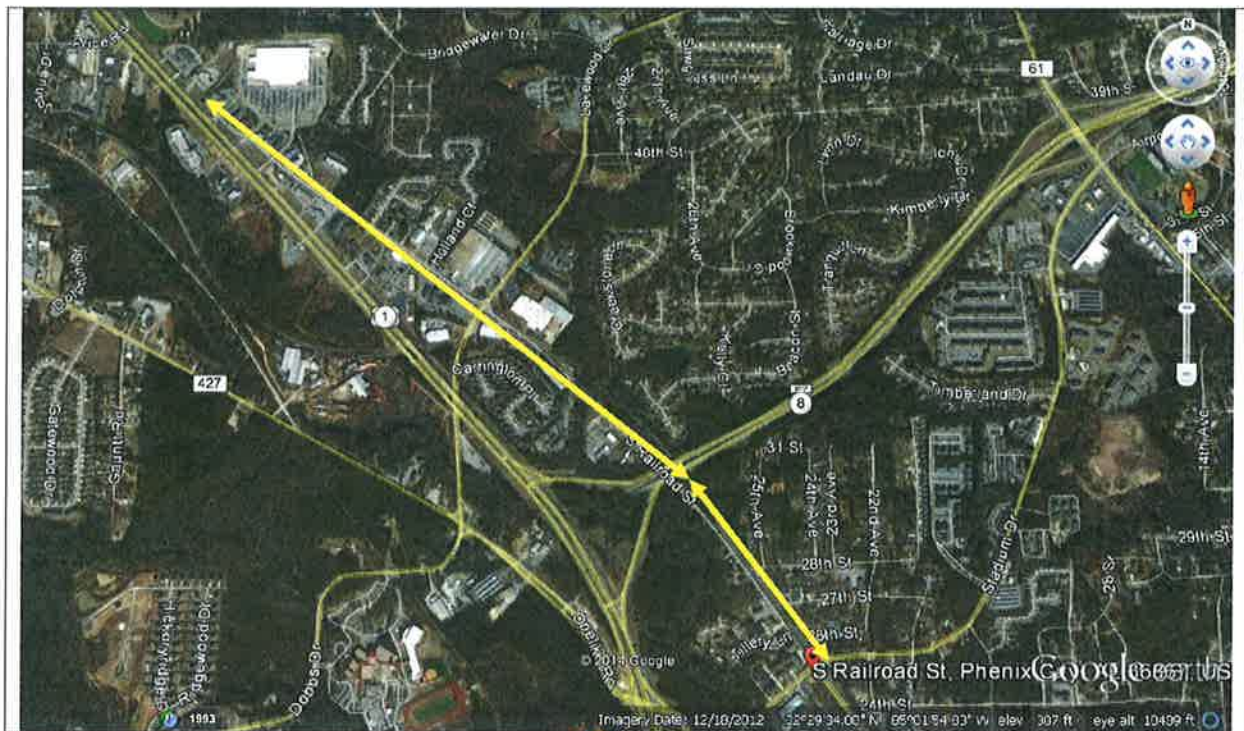
# **100063088 - South Railroad Street Resurfacing from Beginning to Stadium Drive**

## **PROJECT DESCRIPTION: Resurface**

|                                      |                                  |  |                             |
|--------------------------------------|----------------------------------|--|-----------------------------|
| <b>Project #:</b>                    | <b>Project Length (MI): 1.36</b> |  | <b>County/City:</b>         |
| <b>P.I. #:</b> 100063088 & 100063087 | <b>Existing Lanes:</b>           |  | <b>SPONSOR:</b> Phenix City |
| <b>TIP #:</b>                        | <b>Proposed Lanes:</b>           |  | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>                 |                                  |  | <b>DOT DIST:</b>            |
| <b>Funding:</b> STPCE                | <b>State/US #:</b>               |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | Auth         | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$989        | \$0          | \$0          | \$0          | \$989        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$989</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$989</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$791        | \$0          | \$0          | \$0          | \$791        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$198        | \$0          | \$0          | \$0          | \$198        | \$0          | \$0          | \$0          |

**Comments:**





**100063090 - South Railroad Street Resurfacing from Stadium Drive to Summerville Drive**

**PROJECT DESCRIPTION:** Resurface

|  |                                  |  |                             |
|--|----------------------------------|--|-----------------------------|
| <b>Project #:</b>                        | <b>Project Length (MI): 1.55</b> |  | <b>County/City:</b>         |
| <b>P.I. #: 100063090 &amp; 100063089</b> | <b>Existing Lanes:</b>           |  | <b>SPONSOR:</b> Phenix City |
| <b>TIP #:</b>                            | <b>Proposed Lanes:</b>           |  | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>                     |                                  |  | <b>DOT DIST:</b>            |
| <b>Funding: STPCE</b>                    | <b>State/US #:</b>               |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | Auth         | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$791        | \$0          | \$0          | \$0          | \$791        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$791</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$791</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$633        | \$0          | \$0          | \$0          | \$633        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$158        | \$0          | \$0          | \$0          | \$158        | \$0          | \$0          | \$0          |

**Comments:**



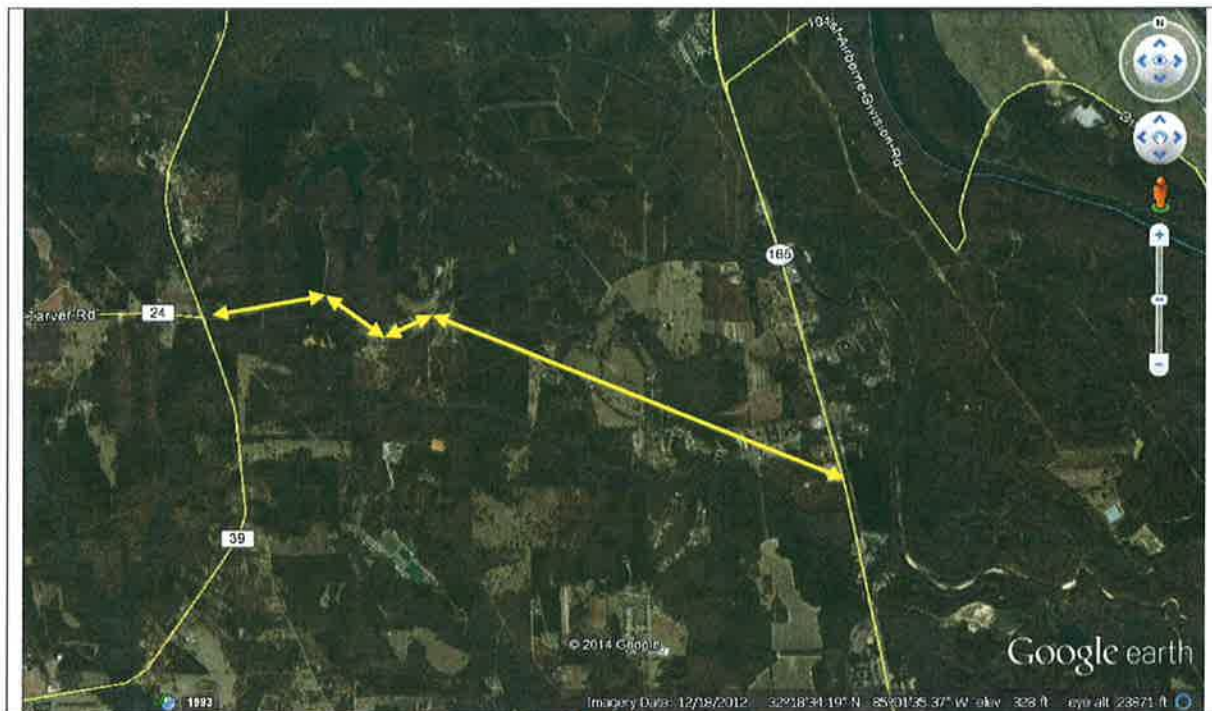
**100063092 - Widen and Resurface Bradley Road from Nuckols Road to AL Hwy 165**

**PROJECT DESCRIPTION:** Resurface

|                          |                                   |  |                             |
|--------------------------|-----------------------------------|--|-----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI): 2.940</b> |  | <b>County/City:</b>         |
| <b>P.I. #: 100063092</b> | <b>Existing Lanes:</b>            |  | <b>SPONSOR:</b> Russell Cty |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>            |  | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>     |                                   |  | <b>DOT DIST:</b>            |
| <b>Funding:</b> STPCM    | <b>State/US #:</b>                |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$514        | \$0          | \$0          | \$0          | \$514        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$514</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$514</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$411        | \$0          | \$0          | \$0          | \$411        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$103        | \$0          | \$0          | \$0          | \$103        | \$0          | \$0          | \$0          |

**Comments:** CST - \$514,500.00





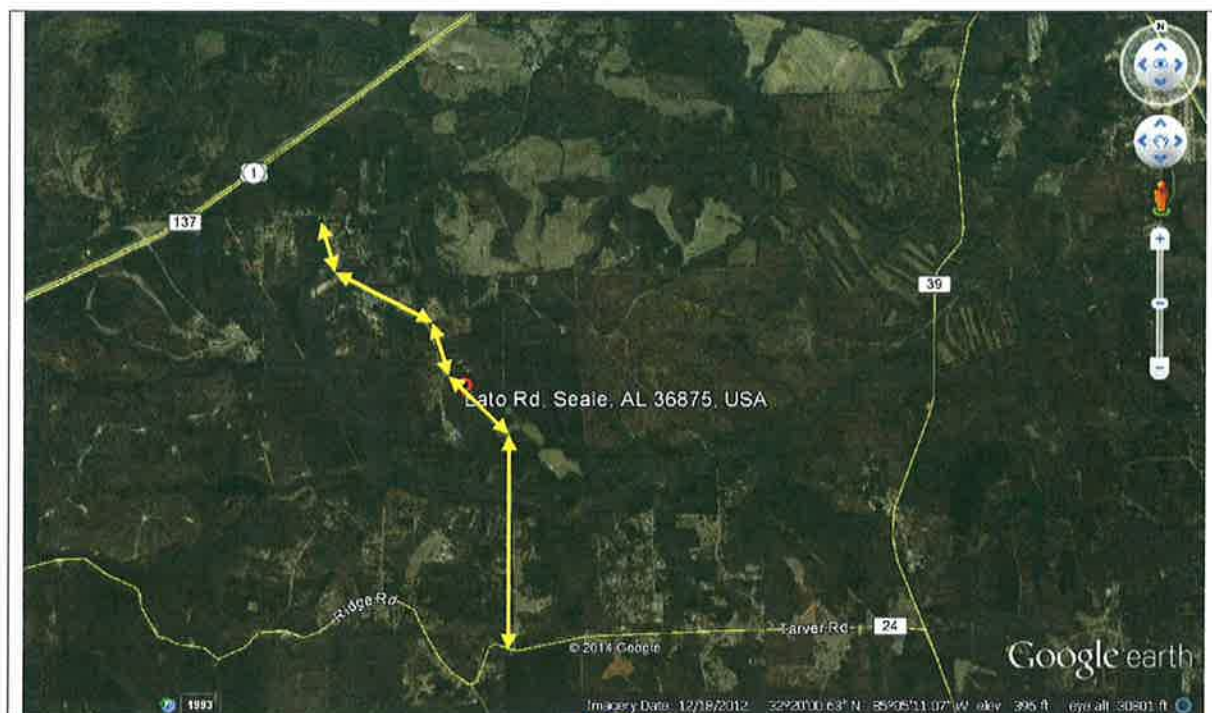
**100063093 - Widen and Resurface Lato Road from Uchee Hill Highway to Tarver Road**

**PROJECT DESCRIPTION:** Resurface

|                          |                                   |                             |
|--------------------------|-----------------------------------|-----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI): 2.880</b> | <b>County/City:</b>         |
| <b>P.I. #: 100063903</b> | <b>Existing Lanes:</b>            | <b>SPONSOR: Russell Cty</b> |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>            | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>     |                                   | <b>DOT DIST:</b>            |
| <b>Funding: STPCM</b>    | <b>State/US #:</b>                | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$504        | \$0          | \$0          | \$0          | \$504        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$504</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$504</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$403        | \$0          | \$0          | \$0          | \$403        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$101        | \$0          | \$0          | \$0          | \$101        | \$0          | \$0          | \$0          |

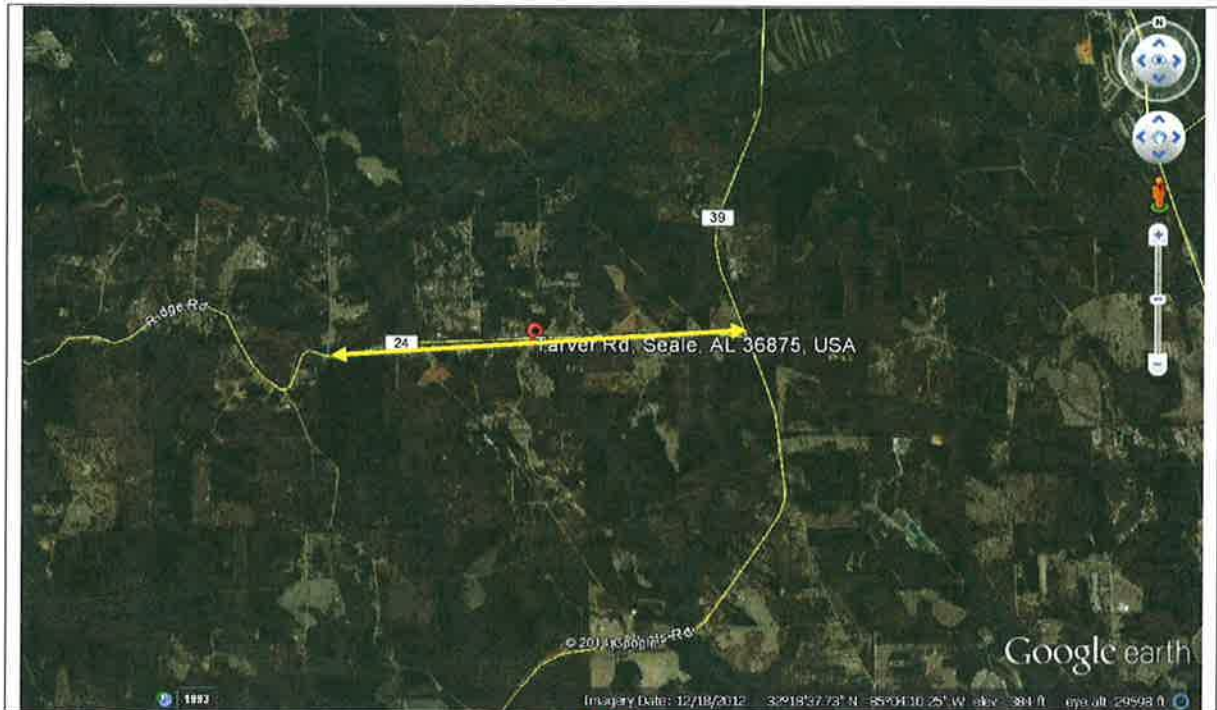
**Comments:** CST - \$504,000.00



**100063094 - Widen and Resurface Tarver Road from Lato Road to Nuckols Road****PROJECT DESCRIPTION:** Resurface

|                          |                                   |  |                             |
|--------------------------|-----------------------------------|--|-----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI): 2.240</b> |  | <b>County/City:</b>         |
| <b>P.I. #: 100063094</b> | <b>Existing Lanes:</b>            |  | <b>SPONSOR:</b> Russell Cty |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>            |  | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>     |                                   |  | <b>DOT DIST:</b>            |
| <b>Funding:</b>          | <b>State/US #:</b>                |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$392        | \$0          | \$0          | \$0          | \$392        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$392</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$392</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$314        | \$0          | \$0          | \$0          | \$314        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$78         | \$0          | \$0          | \$0          | \$78         | \$0          | \$0          | \$0          |

**Comments:** CST - \$392,000.00



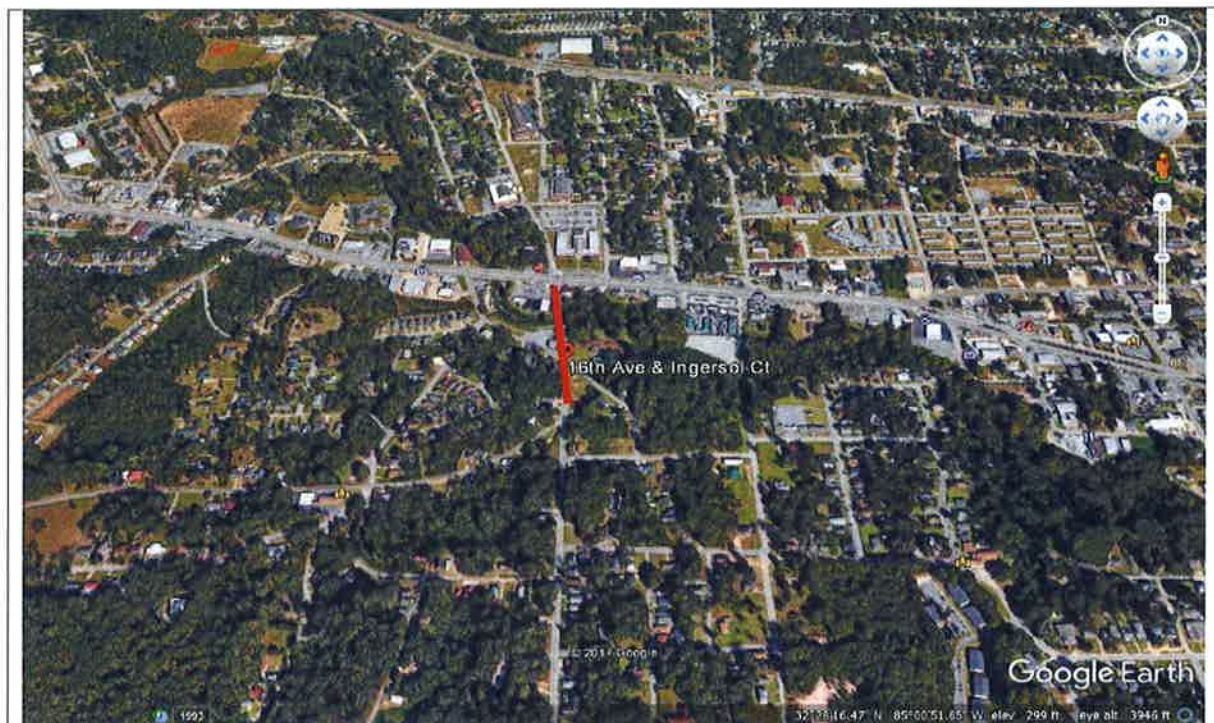
**100067446 – Resurfacing 16<sup>th</sup> Avenue from SR-38 (US-280) to Ingersol Court in Phenix City**

**PROJECT DESCRIPTION:** Resurface

|                                      |                                   |                             |
|--------------------------------------|-----------------------------------|-----------------------------|
| <b>Project #:</b>                    | <b>Project Length (MI):</b> 1.032 | <b>County/City:</b>         |
| <b>P.I. #:</b> 100067446 & 100067445 | <b>Existing Lanes:</b>            | <b>SPONSOR:</b> Phenix City |
| <b>TIP #:</b>                        | <b>Proposed Lanes:</b>            | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>                 |                                   | <b>DOT DIST:</b>            |
| <b>Funding:</b>                      | <b>State/US #:</b>                | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | \$0          | \$90         | \$0          | \$0          | \$90         | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$573        | \$0          | \$0          | \$573        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$663</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$663</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$530        | \$0          | \$0          | \$530        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$133        | \$0          | \$0          | \$133        | \$0          | \$0          | \$0          |

**Comments:** PE - \$90,000.00 - CST - \$573,000.00





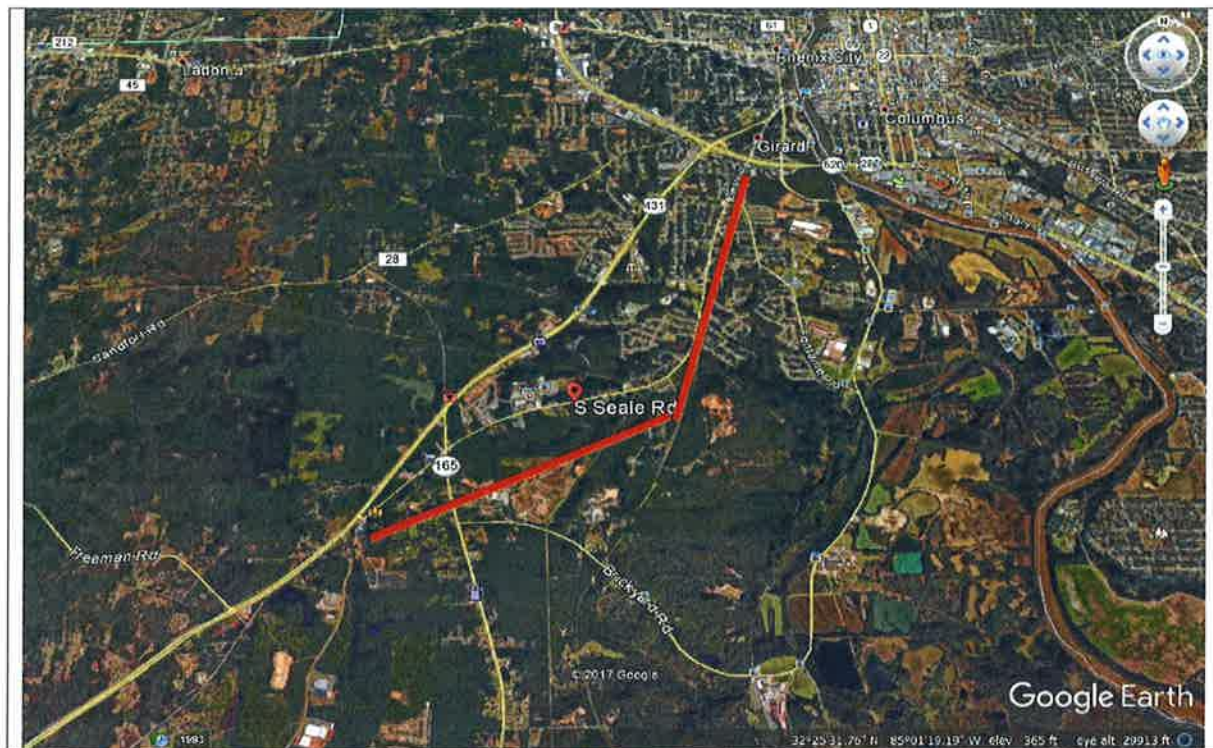
**100067444 – Resurfacing on South Seale Road from SR-1 (US-431) to the Bridge at SR-38 (US-280).**

**PROJECT DESCRIPTION:** Resurface

|                                      |                                  |  |                             |
|--------------------------------------|----------------------------------|--|-----------------------------|
| <b>Project #:</b>                    | <b>Project Length (MI): 0.42</b> |  | <b>County/City:</b>         |
| <b>P.I. #:</b> 100067444 & 100067443 | <b>Existing Lanes:</b>           |  | <b>SPONSOR:</b> Phenix City |
| <b>TIP #:</b>                        | <b>Proposed Lanes:</b>           |  | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>                 |                                  |  | <b>DOT DIST:</b>            |
| <b>Funding:</b>                      | <b>State/US #:</b>               |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | \$0          | \$56         | \$0          | \$0          | \$56         | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$359        | \$0          | \$0          | \$359        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$415</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$415</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$332        | \$0          | \$0          | \$332        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$83         | \$0          | \$0          | \$83         | \$0          | \$0          | \$0          |

**Comments:** PE -56,000.00 - CST - \$359,000.00





**100067424 – Resurfacing on Melanie Lane from Summerville Road to River Chase Drive in Phenix City.**

**PROJECT DESCRIPTION:** Resurface

|                                      |                                  |                             |
|--------------------------------------|----------------------------------|-----------------------------|
| <b>Project #:</b> STPPC 4117         | <b>Project Length (MI):</b> 0.75 | <b>County/City:</b>         |
| <b>P.I. #:</b> 100067424 & 100067423 | <b>Existing Lanes:</b>           | <b>SPONSOR:</b> Phenix City |
| <b>TIP #:</b>                        | <b>Proposed Lanes:</b>           | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>                 |                                  | <b>DOT DIST:</b>            |
| <b>Funding:</b>                      | <b>State/US #:</b>               | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | \$0          | \$73         | \$0          | \$0          | \$73         | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$459        | \$0          | \$0          | \$459        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$532</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$532</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$426        | \$0          | \$0          | \$426        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$106        | \$0          | \$0          | \$106        | \$0          | \$0          | \$0          |

**Comments:** PE -\$73,000.00 - CST - \$459,000.00





**100067543 – Resurface CR-243 from CR-223 to CR-298.****PROJECT DESCRIPTION: Resurface**

|                          |                                 |  |                            |
|--------------------------|---------------------------------|--|----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI): 3.2</b> |  | <b>County/City:</b>        |
| <b>P.I. #: 100067543</b> | <b>Existing Lanes:</b>          |  | <b>SPONSOR: Lee County</b> |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>          |  | <b>CONG DIST:</b>          |
| <b>Funding Code:</b>     |                                 |  | <b>DOT DIST:</b>           |
| <b>Funding:</b>          | <b>State/US #:</b>              |  | <b>Local RD#</b>           |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$880        | \$0          | \$0          | \$880        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$880</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$880</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$704        | \$0          | \$0          | \$704        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$176        | \$0          | \$0          | \$176        | \$0          | \$0          | \$0          |

**Comments: CST - \$880,000.00**

**100067449 – Bridge Replacement on Seale Road over Cochgalechee Creek Bin #004291 in Phenix City**

**PROJECT DESCRIPTION:** Bridge Replacement

|   |                             |                             |
|---|-----------------------------|-----------------------------|
| <b>Project #:</b>   | <b>Project Length (MI):</b> | <b>County/City:</b>         |
| <b>P.I. #:</b> 100067449 & 100067447 (PE), 100067448 (UT) | <b>Existing Lanes:</b>      | <b>SPONSOR:</b> Phenix City |
| <b>TIP #:</b>   | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>                                      |                             | <b>DOT DIST:</b>            |
| <b>Funding:</b>   | <b>State/US #:</b>          | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/Other        | \$0          | \$0          | \$50         | \$0          | \$50         | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Utilities</i>           | Fed/Other        | \$0          | \$0          | \$50         | \$0          | \$50         | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$0          | \$550        | \$0          | \$550        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$650</b> | <b>\$0</b>   | <b>\$650</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$520        | \$0          | \$520        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$0          | \$130        | \$0          | \$130        | \$0          | \$0          | \$0          |

**Comments:** PE - \$50,000.00, UTL - \$50,000.00, CST - \$550,000.00





**100067563 – Widen & Resurface Freeman Road from Sandfort Road to US Hwy 431**

**PROJECT DESCRIPTION:** Resurface

|                          |                                   |  |                             |
|--------------------------|-----------------------------------|--|-----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI): 2.300</b> |  | <b>County/City:</b>         |
| <b>P.I. #: 100067563</b> | <b>Existing Lanes:</b>            |  | <b>SPONSOR:</b> Russell Cty |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>            |  | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>     |                                   |  | <b>DOT DIST:</b>            |
| <b>Funding:</b>          | <b>State/US #:</b>                |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$0          | \$503        | \$0          | \$503        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$503</b> | <b>\$0</b>   | <b>\$503</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$402        | \$0          | \$402        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$0          | \$101        | \$0          | \$101        | \$0          | \$0          | \$0          |

**Comments:** CST - \$503,125.00 (\$402,500.00 – Fed, \$100,625.00 – Other)



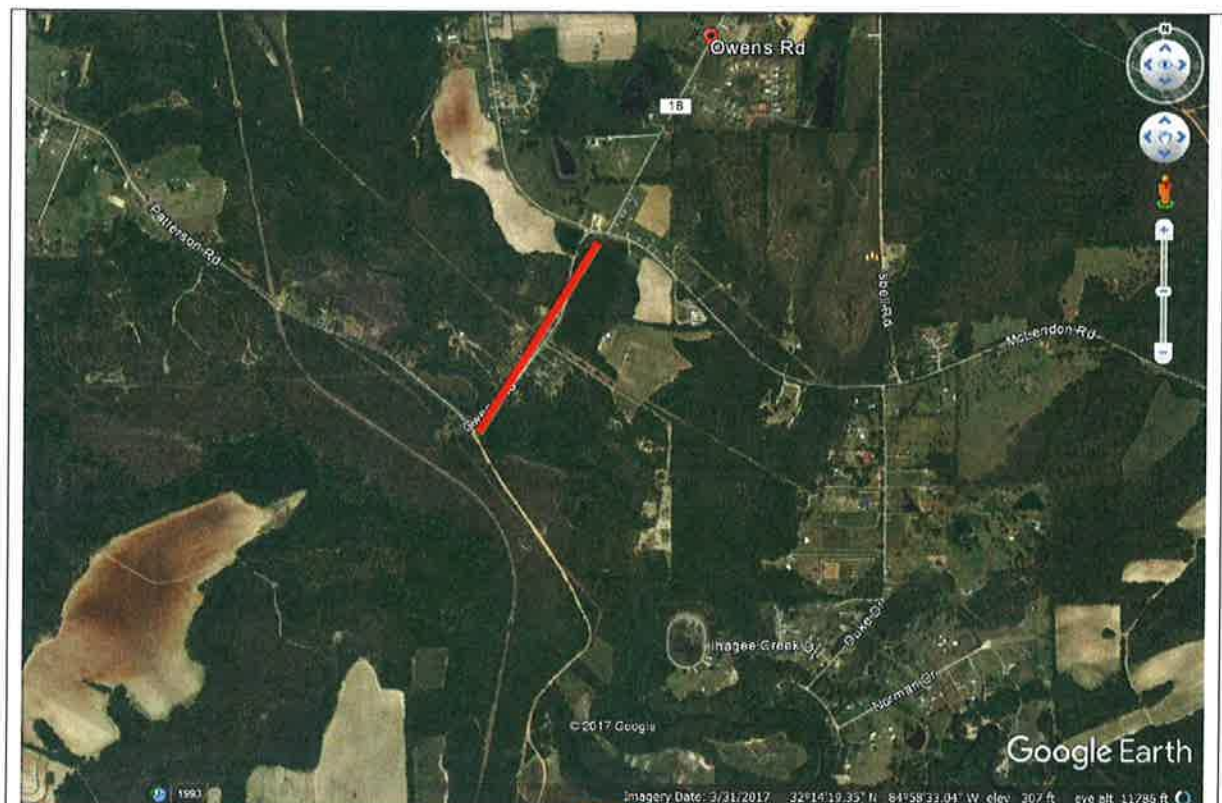
**100067564 -- Widen and Resurface Owens Road from Patterson Road to McLendon Road**

**PROJECT DESCRIPTION:** Widen and Resurface

|                          |                                   |                             |
|--------------------------|-----------------------------------|-----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI):</b> 0.496 | <b>County/City:</b>         |
| <b>P.I. #:</b> 100067564 | <b>Existing Lanes:</b>            | <b>SPONSOR:</b> Russell Cty |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>            | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>     |                                   | <b>DOT DIST:</b>            |
| <b>Funding:</b>          | <b>State/US #:</b>                | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$0          | \$108        | \$0          | \$108        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$108</b> | <b>\$0</b>   | <b>\$108</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$86         | \$0          | \$86         | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$0          | \$22         | \$0          | \$22         | \$0          | \$0          | \$0          |

**Comments:** CST - \$108,500.00 (\$86,800.00 Fed & \$21,700.00 Other)





**100067544 – Resurface CR-318 from CR-248 to CR-249****PROJECT DESCRIPTION:** Resurface

|                          |                                 |  |                            |
|--------------------------|---------------------------------|--|----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI): 4.8</b> |  | <b>County/City:</b>        |
| <b>P.I. #: 100067544</b> | <b>Existing Lanes:</b>          |  | <b>SPONSOR:</b> Lee County |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>          |  | <b>CONG DIST:</b>          |
| <b>Funding Code:</b>     |                                 |  | <b>DOT DIST:</b>           |
| <b>Funding:</b>          | <b>State/US #:</b>              |  | <b>Local RD#</b>           |

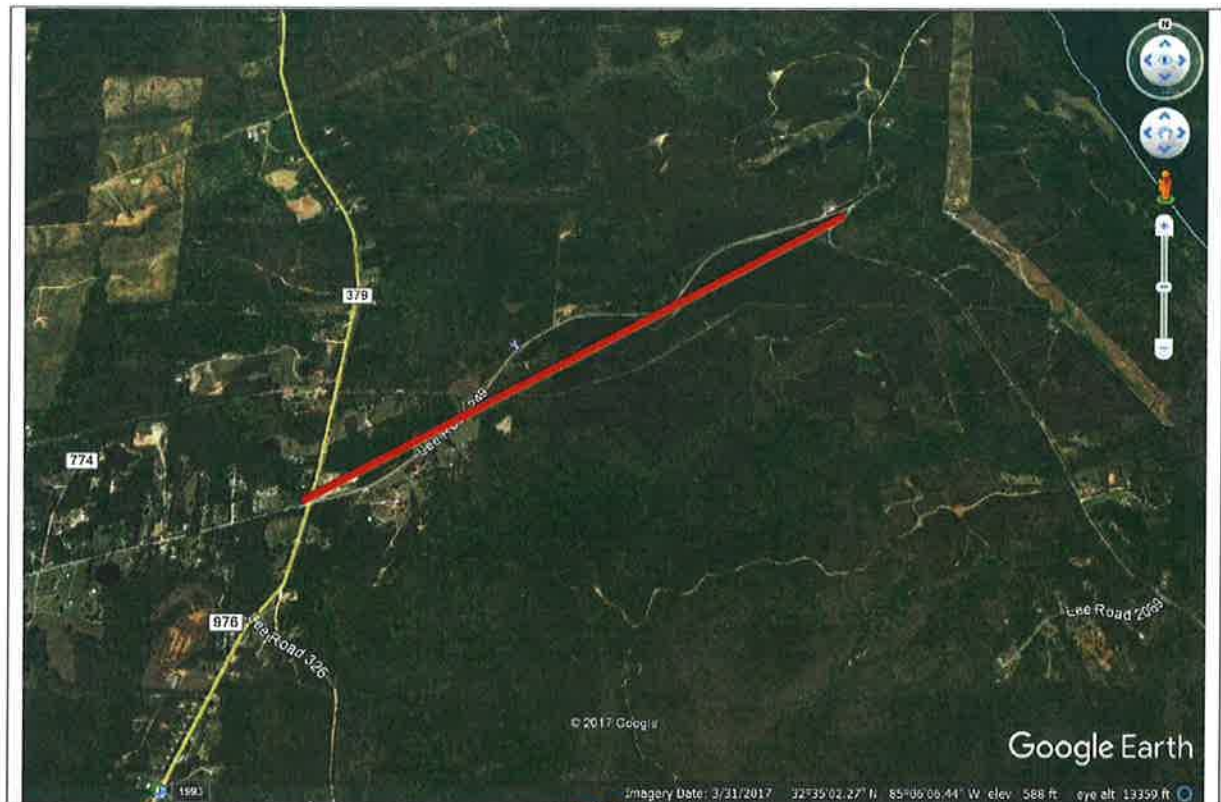
| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i>   | <i>FY 21</i> | <i>Total</i>   | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|----------------|--------------|----------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0            | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0            | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$0          | \$1,320        | \$0          | \$1,320        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$1,320</b> | <b>\$0</b>   | <b>\$1,320</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$1,056        | \$0          | \$1,056        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0            | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$0          | \$264          | \$0          | \$264          | \$0          | \$0          | \$0          |

**Comments:** CST - \$1,320,000.00 (\$1,056,000.00 Fed & \$264,000.00 Other)

**100067545 – Resurface CR-249 from CR-379 to CR-318****PROJECT DESCRIPTION:** Resurface

|                          |                                 |  |                            |
|--------------------------|---------------------------------|--|----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI): 1.7</b> |  | <b>County/City:</b>        |
| <b>P.I. #: 100067545</b> | <b>Existing Lanes:</b>          |  | <b>SPONSOR:</b> Lee County |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>          |  | <b>CONG DIST:</b>          |
| <b>Funding Code:</b>     |                                 |  | <b>DOT DIST:</b>           |
| <b>Funding:</b>          | <b>State/US #:</b>              |  | <b>Local RD#</b>           |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$0          | \$552        | \$0          | \$552        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$552</b> | <b>\$0</b>   | <b>\$552</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$442        | \$0          | \$442        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$0          | \$110        | \$0          | \$110        | \$0          | \$0          | \$0          |

**Comments:** CST - \$552,500.00 (\$442,000.00 Fed & \$110,500.00 Other)



**100067565 – Widen and Resurface Owens Road from AL HWY 165 to McLendon Road**

**PROJECT DESCRIPTION:** Widen and Resurface

|                          |                                   |                             |
|--------------------------|-----------------------------------|-----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI):</b> 1.200 | <b>County/City:</b>         |
| <b>P.I. #:</b> 100067565 | <b>Existing Lanes:</b>            | <b>SPONSOR:</b> Russell Cty |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>            | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>     |                                   | <b>DOT DIST:</b>            |
| <b>Funding:</b>          | <b>State/US #:</b>                | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$0          | \$0          | \$262        | \$262        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$262</b> | <b>\$262</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$210        | \$210        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$0          | \$0          | \$52         | \$52         | \$0          | \$0          | \$0          |

**Comments:** CST - \$262,500.00 (\$210,000.00 Fed & \$52,500.00 Other)

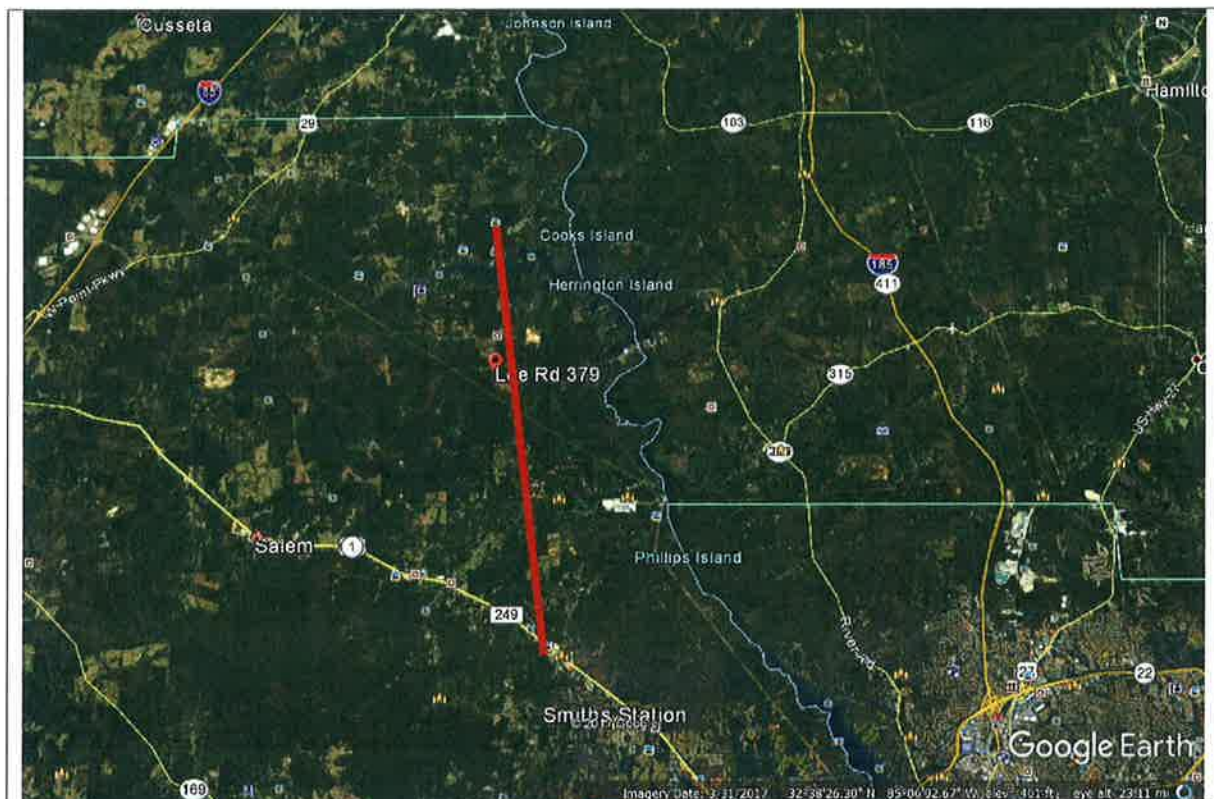


**100067546 – Resurface CR-379 from U.S. 280 to Bridge over Lake Harding****PROJECT DESCRIPTION: Resurface**

|                          |                                 |  |                            |
|--------------------------|---------------------------------|--|----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI): 9.7</b> |  | <b>County/City:</b>        |
| <b>P.I. #: 100067546</b> | <b>Existing Lanes:</b>          |  | <b>SPONSOR: Lee County</b> |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>          |  | <b>CONG DIST:</b>          |
| <b>Funding Code:</b>     |                                 |  | <b>DOT DIST:</b>           |
| <b>Funding:</b>          | <b>State/US #:</b>              |  | <b>Local RD#</b>           |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i>   | <i>Total</i>   | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|----------------|----------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0            | \$0            | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0            | \$0            | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$0          | \$0          | \$1,625        | \$1,625        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$1,625</b> | <b>\$1,625</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$1,300        | \$1,300        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0            | \$0            | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$0          | \$0          | \$325          | \$325          | \$0          | \$0          | \$0          |

**Comments:** CST - \$1,625,000.00 (\$1,300,000.00 Fed & \$325,000.00 Other)





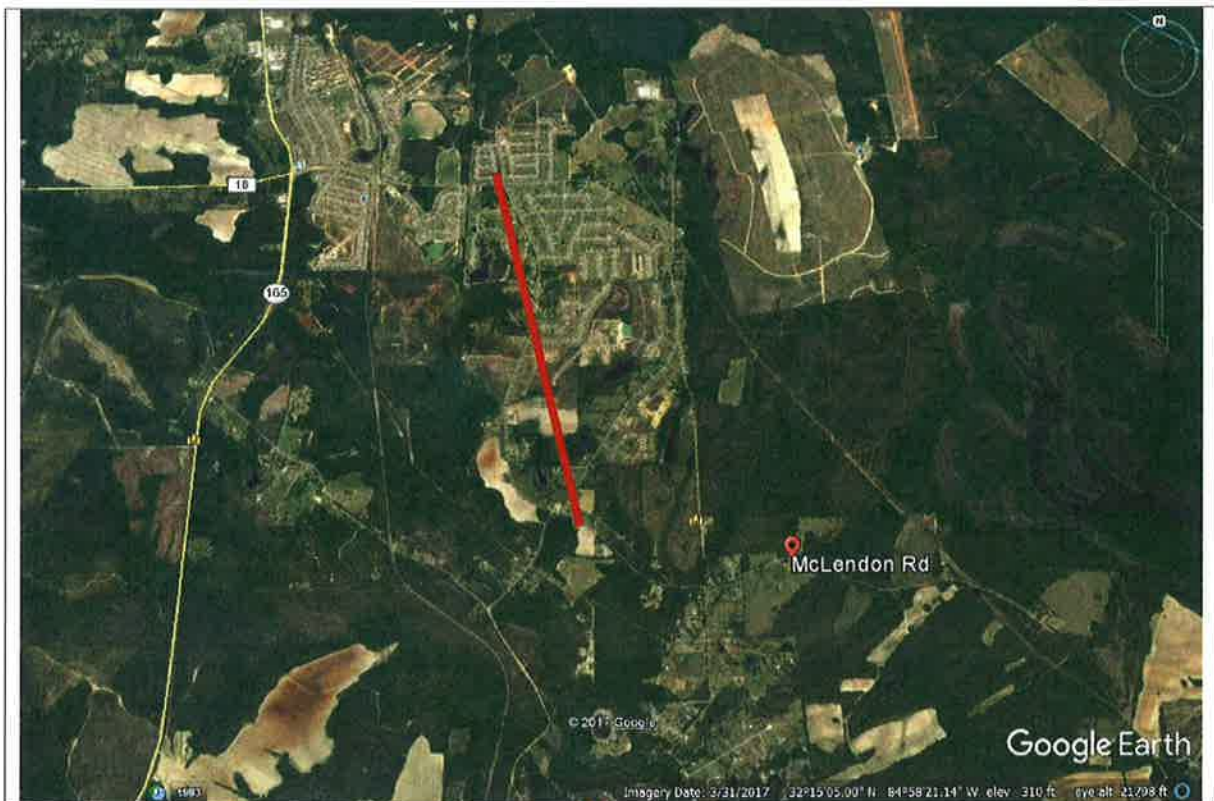
**100067566 – Widen and Resurface McLendon Road from Owens Road to Owens Road**

**PROJECT DESCRIPTION:** Widen and Resurface

|                          |                                   |                             |
|--------------------------|-----------------------------------|-----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI): 1.884</b> | <b>County/City:</b>         |
| <b>P.I. #: 100067566</b> | <b>Existing Lanes:</b>            | <b>SPONSOR: Russell Cty</b> |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>            | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>     |                                   | <b>DOT DIST:</b>            |
| <b>Funding:</b>          | <b>State/US #:</b>                | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$0          | \$0          | \$0          | \$412        | \$412        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$412</b> | <b>\$412</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$0          | \$0          | \$0          | \$330        | \$330        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0          | \$0          | \$0          | \$82         | \$82         | \$0          | \$0          | \$0          |

**Comments:** CST - \$412,125.00 (\$329,700.00 Fed & \$82,425.00 Other)



**100067217 – Streetscape Improvements on 14<sup>th</sup> Street in Downtown Phenix City**

**PROJECT DESCRIPTION: Streetscape Improvements**

|                          |                             |  |                             |
|--------------------------|-----------------------------|--|-----------------------------|
| <b>Project #:</b>        | <b>Project Length (MI):</b> |  | <b>County/City:</b>         |
| <b>P.I. #:</b> 100067217 | <b>Existing Lanes:</b>      |  | <b>SPONSOR:</b> Phenix City |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>      |  | <b>CONG DIST:</b>           |
| <b>Funding Code:</b>     |                             |  | <b>DOT DIST:</b>            |
| <b>Funding:</b>          | <b>State/US #:</b>          |  | <b>Local RD#</b>            |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i> | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i> | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | City             | \$35         | \$0          | \$0          | \$0          | \$35         | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Construction</i>        | Fed/Other        | \$423        | \$0          | \$0          | \$0          | \$423        | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$458</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$458</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$339        | \$0          | \$0          | \$0          | \$339        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$119        | \$0          | \$0          | \$0          | \$119        | \$0          | \$0          | \$0          |

**Comments:** PE - \$35,000.00 (Other), CST - \$423,377.00 (\$338,702.00 Fed & \$84,675.00 Other)



**100066614 – Resurface SR-8 (US-80) from Woodland Drive to SR-1 (US-431)****PROJECT DESCRIPTION: Resurface**

|                          |                             |                     |
|--------------------------|-----------------------------|---------------------|
| <b>Project #:</b>        | <b>Project Length (MI):</b> | <b>County/City:</b> |
| <b>P.I. #:</b> 100066614 | <b>Existing Lanes:</b>      | <b>SPONSOR:</b>     |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b>   |
| <b>Funding Code:</b>     |                             | <b>DOT DIST:</b>    |
| <b>Funding:</b>          | <b>State/US #:</b>          | <b>Local RD#</b>    |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i>   | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|----------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/State        | \$1,890        | \$0          | \$0          | \$0          | \$1,890        | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0            | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Construction</i>        |                  | \$0            | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$1,890</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$1,890</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$1,512        | \$0          | \$0          | \$0          | \$1,512        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$378          | \$0          | \$0          | \$0          | \$378          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0            | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |

**Comments:** FM - \$1,890,367.94 (\$1,512,294.35 – Fed & \$378,073.59 State)



**100066945 – Resurface & 2' Safety Widening on SR-165 from CR-39 to SR-1 (US-431)**

**PROJECT DESCRIPTION:** Resurface & Widening

|                          |                             |                     |
|--------------------------|-----------------------------|---------------------|
| <b>Project #:</b>        | <b>Project Length (MI):</b> | <b>County/City:</b> |
| <b>P.I. #:</b> 100066945 | <b>Existing Lanes:</b>      | <b>SPONSOR:</b>     |
| <b>TIP #:</b>            | <b>Proposed Lanes:</b>      | <b>CONG DIST:</b>   |
| <b>Funding Code:</b>     |                             | <b>DOT DIST:</b>    |
| <b>Funding:</b>          | <b>State/US #:</b>          | <b>Local RD#</b>    |

| <i>Project Phase</i>       | <i>\$ Source</i> | <i>FY 18</i>   | <i>FY 19</i> | <i>FY 20</i> | <i>FY 21</i> | <i>Total</i>   | <i>FY 22</i> | <i>FY 23</i> | <i>Total</i> |
|----------------------------|------------------|----------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|
| <i>Preliminary Eng.</i>    | Fed/State        | \$1,493        | \$0          | \$0          | \$0          | \$1,493        | \$0          | \$0          | \$0          |
| <i>Right-of Way</i>        |                  | \$0            | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <i>Construction</i>        |                  | \$0            | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |
| <b><i>Project Cost</i></b> |                  | <b>\$1,493</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   | <b>\$1,493</b> | <b>\$0</b>   | <b>\$0</b>   | <b>\$0</b>   |
| <i>Federal Cost</i>        |                  | \$1,224        | \$0          | \$0          | \$0          | \$1,224        | \$0          | \$0          | \$0          |
| <i>State Cost</i>          |                  | \$269          | \$0          | \$0          | \$0          | \$269          | \$0          | \$0          | \$0          |
| <i>Other Cost</i>          |                  | \$0            | \$0          | \$0          | \$0          | \$0            | \$0          | \$0          | \$0          |

**Comments:** FM - \$1,493,100.38 (\$1,224,342.95 Fed & \$268,758.06 State)



### **Transit Projects**

- P.I. 100063958 Level of Effort Transit Section 5307 (Lee Russell Council of Gov)  
FY 2012 Apportionment  
\$550,134.00 (\$440,107.20 Federal & \$110,026.80 Local)
- P.I. 100063959 Level of Effort Section 5307 (Lee Russell Council of Gov)  
FY 2013 Apportionment  
\$480,026.00.00 (\$384,021.00 Federal & \$96,005.00 Local)
- P.I. 100063960 Level of Effort Section 5307 (Lee Russell Council of Gov)  
FY 2014 Apportionment  
\$689,088.00 (\$551,270.00 Federal & \$137,818.00 Local)
- P.I. 100064005 Section 5307 Transit – Phenix City (Lee Russell Council of Gov)  
FY 2018 – Operating  
\$250,000.00 (\$125,000.00 Federal & \$125,000.00 Local)
- P.I. 100063961 Level of Effort Section 5307 (Lee Russell Council of Gov)  
FY 2015 Apportionment  
\$550,000.00 (\$440,000.00 Federal & \$110,000.00 Local)

## **TRANSIT**

### **PROJECTS AND FINANCIAL PLAN**

**FISCAL YEAR 2018-2021**



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|-------------------------------------|------|
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**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM**

**FY18 APPORTIONMENT OF SECTION 5307 FUNDS**

| <b>FEDERAL TRANSIT ADMINISTRATION (FTA)<br/>PUBLIC TRANSPORTATION FUNDS</b> | <b>COLUMBUS &amp;<br/>FORT BENNING</b> | <b>PHENIX CITY</b> | <b>TOTAL</b>       |
|---|--|--------------------|--------------------|
| <b>Basis Information</b>  |  |                    |                    |
| Population  | 200,597                                | 37,132             | 237,729            |
| Area Square Miles   | 220.80                                 | 24.80              | 245.60             |
| Revenue Miles in FY17   | 1,456,267                              | 75,989             | 1,532,256          |
| <b>Variables Used In FTA Formula</b>  |  |                    |                    |
| Population  | 200,597                                | 37,132             | 237,729            |
| Population Density  | 908.50                                 | 1,497.26           | 2,405.759          |
| Revenue Miles in FY17   | 1,456,267                              | 75,989             | 1,532,256          |
| <b>FY14 Sub-apportionment Of Funds</b>                                      |  |                    |                    |
| Operating/Capital/Planning  | \$0                                    | \$0                | \$0                |
| Capital/Planning  | \$1,745,477                            | \$503,891          | \$2,249,368        |
| Enhancement   | \$0                                    | \$0                | \$0                |
| <b>Total</b>  | <b>\$1,745,477</b>                     | <b>\$503,891</b>   | <b>\$2,249,368</b> |
| <b>Deobligations:</b>   |  |                    |                    |
| <b>Section 5307</b>   |  |                    |                    |
| Operating/Capital/Planning  | \$0                                    | \$0                | \$0                |
| Capital/Planning  | \$0                                    | \$0                | \$0                |
| <b>Section 5307</b>   |  |                    |                    |
| Operating/Capital/Planning  | \$0                                    | \$0                | \$0                |
| Capital/Planning  | \$0                                    | \$0                | \$0                |
| <b>Carry Over: FY15, FY16 Funds</b>   |  |                    |                    |
| Operating/Capital/Planning  | \$0                                    | \$0                | \$0                |
| Capital/Planning  | \$3,440,836                            | \$0                | \$3,440,836        |
| Enhancement   | \$344,084                              | \$0                | \$344,084          |
| <b>Total Deobligations/Carry Over</b>                                       |  |                    |                    |
| Operating/Capital/Planning  | \$0                                    | \$0                | \$0                |
| Capital/Planning  | \$3,440,836                            | \$0                | \$3,440,836        |
| Enhancement   | \$344,084                              | \$0                | \$344,084          |
| <b>Available Funding</b>  |  |                    |                    |
| Operating/Capital/Planning  | \$1,745,477                            | \$503,891          | \$2,249,368        |
| Enhancement   | \$344,084                              | \$0                | \$344,084          |
| Capital/Planning  | \$3,440,836                            | \$0                | \$3,440,836        |
| <b>TOTAL</b>  | <b>\$5,186,313</b>                     | <b>\$503,891</b>   | <b>\$5,690,204</b> |

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
Columbus, Georgia Section  
**FY14 Funding and Balance**  
**5307**

| <b>5307<br/>Federal Transit Administration (FTA)<br/>Available Funds</b> | <b>Columbus</b>    | <b>Phenix City</b> | <b>Total</b>       |
|--|--------------------|--------------------|--------------------|
| Operating/Capital/Planning   | \$1,745,477        | \$503,891          | \$2,249,368        |
| Capital/Planning   | \$3,440,836        | \$0                | \$3,440,836        |
| <b>TOTAL</b>   | <b>\$5,186,313</b> | <b>\$503,891</b>   | <b>\$5,690,204</b> |

| <b>5307<br/>METRA<br/>FY14 Application</b> | <b>FTA</b>         | <b>State DOT<br/>Match</b> | <b>Local<br/>Match</b> | <b>Total</b>       |
|--|--------------------|----------------------------|------------------------|--------------------|
| Operating                                  | \$0                | \$0                        | \$3,213,557            | \$3,213,557        |
| Capital/Planning                           | \$1,601,794        | \$200,224                  | \$200,224              | \$2,002,243        |
| <b>TOTAL</b>                               | <b>\$1,601,794</b> | <b>\$200,224</b>           | <b>\$3,413,781</b>     | <b>\$5,215,800</b> |

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM  
5307  
TRANSIT FINANCIAL PLAN**

5/18/17

| <b>TITLE 49 U.S.C. SECTION 5307<br/>OPERATING / CAPITAL / PLANNING</b> | <b>FY18</b>        | <b>FY19</b>        | <b>FY20</b>        | <b>FY21</b>        |
|--|--------------------|--------------------|--------------------|--------------------|
| <b>Federal Funding Projections</b>                                     |                    |                    |                    |                    |
| New Apportionment for Capital & Planning                               | \$1,745,477        | \$1,832,751        | \$1,924,388        | \$2,165,592        |
| Carryover From Previous Years  | \$3,440,836        | \$3,965,592        | \$2,165,592        | \$0                |
| <b>Total Operating / Capital / Planning Funds Available</b>            | <b>\$5,186,313</b> | <b>\$5,798,343</b> | <b>\$4,089,980</b> | <b>\$2,165,592</b> |
| Columbus - METRA Portion of Funds                                      | \$6,453,338        | \$5,564,879        | \$3,844,842        | \$1,908,198        |
| Phenix City - PEX Portion of Funds                                     | \$222,347          | \$233,464          | \$245,138          | \$257,394          |
| <b>Operating Cost Projections</b>                                      |                    |                    |                    |                    |
| Columbus - METRA   |                    |                    |                    |                    |
| Total Operating Cost   | \$3,213,557        | \$3,374,235        | \$3,542,947        | \$3,720,094        |
| FTA Share  | \$0                | \$0                | \$0                | \$0                |
| <i>Balance Of FTA Funds / Carry Over To Next FY</i>                    | \$0                | \$0                | \$0                | \$0                |
| Phenix City - PEX  |                    |                    |                    |                    |
| Total Operating Cost   | \$188,774          | \$198,213          | \$208,123          | \$218,530          |
| FTA Share  | \$188,774          | \$198,213          | \$208,123          | \$218,530          |
| <i>Balance Of FTA Funds / Carry Over To Next FY</i>                    | \$33,573           | \$35,251           | \$37,015           | \$38,864           |

| <b>TITLE 49 U.S.C. SECTION 5307<br/>CAPITAL / PLANNING</b> | <b>FY18</b>        | <b>FY19</b>        | <b>FY20</b>        | <b>FY21</b>        |
|--|--------------------|--------------------|--------------------|--------------------|
| <b>Federal Funding Projections</b>                         |                    |                    |                    |                    |
| New Apportionment  | \$1,745,477        | \$1,832,751        | \$1,924,388        | \$2,165,592        |
| Carryover From Previous Years                              | \$3,440,836        | \$3,965,592        | \$2,165,592        | \$0                |
| <b>Total Capital / Planning Funds Available</b>            | <b>\$5,186,313</b> | <b>\$5,798,343</b> | <b>\$4,089,980</b> | <b>\$2,165,592</b> |
| Columbus - METRA Portion of Funds                          | \$6,453,338        | \$5,564,879        | \$1,908,198        | \$1,908,198        |
| Phenix City - PEX Portion of Funds                         | \$222,347          | \$233,464          | \$245,138          | \$257,394          |
| <b>Capital / Planning Cost Projections</b>                 |                    |                    |                    |                    |
| Columbus - METRA   |                    |                    |                    |                    |
| Total Capital / Planning Cost                              | \$1,745,477        | \$2,102,355        | \$2,207,473        | \$2,724,133        |
| FTA Share  | \$1,396,382        | \$1,681,884        | \$1,765,978        | \$2,179,306        |
| <i>Balance Of FTA Funds / Carry Over To Next FY</i>        | \$5,056,956        | \$3,882,995        | \$142,220          | (\$271,108)        |
| Phenix City - PEX  |                    |                    |                    |                    |
| Total Capital / Planning Cost                              | \$222,347          | \$233,464          | \$245,138          | \$257,394          |
| FTA Share  | \$177,878          | \$186,771          | \$196,110          | \$205,915          |
| <i>Balance Of FTA Funds / Carry Over To Next FY</i>        | \$44,469           | \$46,693           | \$49,028           | \$51,479           |
| <i>Total Balance Of FTA Funds / Carry Over To Next FY</i>  | <i>\$5,101,426</i> | <i>\$3,929,688</i> | <i>\$191,247</i>   | <i>(\$219,630)</i> |



**TRANSIT**  
**GEORGIA PORTION**

## **FINANCIAL CAPACITY STATEMENT OF THE COLUMBUS TRANSIT SYSTEM**

### **PURPOSE**

This documentation demonstrates the financial capacity of METRA to support the program of projects described in the Transportation Improvement Program (TIP). The Federal Transit Administration (FTA) Circular 7008.1 requires financial capacity analysis of the grantees before making any grants.

### **SCOPE**

The FTA Act, Section 5303 requires each recipient to perform financial analysis and self certify if grantee is a recipient of Section 5307 Grant. There are two aspects of financial capacity: the general financial conditions and the financial capability.

#### **A. FINANCIAL CONDITIONS:**

The Financial Condition refers to working capital levels, current asset versus current liabilities, capital reserve and the presence and status of depreciation accounts, debt levels, trend in transit costs compared to available revenue and trends in relevant economic indicators.

METRA is a department of the Columbus Consolidated Government. METRA submits its budget to the City annually. The City evaluates and approves METRA's budget together with all other departments. The City does not have any debt specific to transit operation.

#### **B. FINANCIAL CAPABILITY:**

The Financial Capability refers to the stability and reliability of revenue sources to meet future annual capital cost. Financial Capability considers the nature of funds pledged to support operating deficits and capital programs and forecasted changes in fare and non-fare revenues.

The Funding Summary show financial projects through fiscal year 2012. Any deficit will be met by increasing subsidy from the general city funds.

# COLUMBUS-PHENIX CITY TRANSPORTATION STUDY TRANSPORTATION IMPROVEMENT PROGRAM

## FUNDING SUMMARY - GEORGIA PORTION

| FUNDING SOURCE                     | FY18               | FY19               | FY20               | FY21               |
|------------------------------------|--------------------|--------------------|--------------------|--------------------|
| <b>FEDERAL<br/>FTA</b>             |                    |                    |                    |                    |
| <b>Capital/Planning</b>            |                    |                    |                    |                    |
| Title 49 U.S.C. Section 5307       | \$1,601,794        | \$1,706,353        | \$1,765,978        | \$17               |
| Title 49 U.S.C. Section 5303       | \$95,918           | \$95,918           | \$95,918           | \$2,179,306        |
| <b>Operating</b>                   |                    |                    |                    |                    |
| Title 49 U.S.C. Section 5307       | \$0                | \$0                | \$0                | \$2,179,306        |
| <b>SUBTOTAL</b>                    | <b>\$1,697,712</b> | <b>\$1,802,271</b> | <b>\$1,861,897</b> | <b>\$4,358,630</b> |
| <b>STATE</b>                       |                    |                    |                    |                    |
| <b>Capital/Planning</b>            |                    |                    |                    |                    |
| Title 49 U.S.C. Section 5307 Match | \$200,224          | \$210,236          | \$220,747          | \$272,413          |
| Title 49 U.S.C. Section 5303 Match | \$11,990           | \$11,990           | \$11,990           | \$272,413          |
| Title 49 U.S.C. Section 5309 Match | \$0                | \$0                | \$0                | \$272,413          |
| <b>Operating</b>                   |                    |                    |                    |                    |
| Title 49 U.S.C. Section 5307 Match | \$0                | \$0                | \$0                | \$0                |
| Title 49 U.S.C. Section 5309 Match | \$0                | \$0                | \$0                | \$0                |
| <b>SUBTOTAL</b>                    | <b>\$212,214</b>   | <b>\$222,225</b>   | <b>\$232,737</b>   | <b>\$817,240</b>   |
| <b>LOCAL</b>                       |                    |                    |                    |                    |
| <b>Capital/Planning</b>            |                    |                    |                    |                    |
| Title 49 U.S.C. Section 5307 Match | \$200,224          | \$210,236          | \$220,747          | \$272,413          |
| Title 49 U.S.C. Section 5303 Match | \$11,990           | \$11,990           | \$11,990           | \$11,990           |
| <b>Operating</b>                   |                    |                    |                    |                    |
| Title 49 U.S.C. Section 5307 Match | \$3,213,557        | \$3,374,235        | \$3,542,947        | \$3,720,094        |
| <b>SUBTOTAL</b>                    | <b>\$3,425,771</b> | <b>\$3,596,460</b> | <b>\$3,775,684</b> | <b>\$4,004,497</b> |
| <b>TOTAL BY SECTION</b>            |                    |                    |                    |                    |
| <b>Capital/Planning</b>            |                    |                    |                    |                    |
| Title 49 U.S.C. Section 5307 Match | \$2,002,243        | \$2,126,824        | \$2,207,473        | \$544,844          |
| Title 49 U.S.C. Section 5303 Match | \$119,898          | \$119,898          | \$119,898          | \$2,463,710        |
| Title 49 U.S.C. Section 5309 Match | \$0                | \$0                | \$0                | \$272,413          |
| <b>Operating</b>                   |                    |                    |                    |                    |
| Title 49 U.S.C. Section 5307 Match | \$3,213,557        | \$3,374,235        | \$3,542,947        | \$5,899,400        |
| Title 49 U.S.C. Section 5309 Match | \$0                | \$0                | \$0                | \$0                |
| <b>GRAND TOTAL</b>                 | <b>\$5,335,698</b> | <b>\$5,620,957</b> | <b>\$5,870,318</b> | <b>\$9,180,367</b> |

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM  
COLUMBUS TRANSIT - METRA  
FINANCIAL PLAN**

**5307**

**TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE**

| FUNDING                          |                           | FY18                | FY19               | FY20               | FY21               | TOTAL               |
|----------------------------------|---------------------------|---------------------|--------------------|--------------------|--------------------|---------------------|
| Title 49 U.S. C.<br>Section 5307 | <b>TOTAL PROGRAM COST</b> | <b>\$5,215,800</b>  | <b>\$5,476,590</b> | <b>\$5,750,420</b> | <b>\$6,444,227</b> | <b>\$22,887,037</b> |
|                                  | FEDERAL COST              | \$1,601,794         | \$1,681,884        | \$1,765,978        | \$2,179,306        | \$7,228,963         |
|                                  | STATE COST                | \$200,224           | \$210,236          | \$220,747          | \$272,413          | \$903,620           |
|                                  | LOCAL COST                | \$3,413,781         | \$3,584,470        | \$3,763,694        | \$3,992,507        | \$14,754,453        |
|                                  | DOT DISTRICT#: 3          | CONG. DIST: 2 and 3 | RDC: Lower Chatt   |                    |                    |                     |

**CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSIT**

| FUNDING                          | CAPITAL ITEM/DESCRIPTION               | UNIT COST | FY18               | FY19               | FY20               | FY21               | TOTAL              |
|----------------------------------|--|-----------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Title 49 U.S. C.<br>Section 5307 | <b>P.I. Number</b>                     |           | <b>T005585</b>     |                    |                    |                    |                    |
|                                  | Preventive Maintenance                 | Varies    | \$786,752          | \$826,090          | \$867,394          | \$910,764          | \$3,390,999        |
|                                  | Tire Leasing (Tires, Tubes, Materials) | Varies    | \$50,000           | \$52,500           | \$55,125           | \$57,881           | \$215,506          |
|                                  | Engine Rebuild Program                 | Varies    | \$50,000           | \$52,500           | \$55,125           | \$73,000           | \$230,625          |
|                                  | Transmission Rebuild Program           | Varies    | \$50,000           | \$52,500           | \$55,125           | \$53,000           | \$210,625          |
|                                  | Paratransit Operations                 | Varies    | \$66,508           | \$69,833           | \$73,325           | \$74,000           | \$283,666          |
|                                  | Training                               | Varies    | \$30,000           | \$31,500           | \$33,075           | \$30,000           | \$124,575          |
|                                  | Operational Equipment                  | Varies    | \$178,150          | \$187,058          | \$196,410          | \$610,000          | \$1,171,618        |
|                                  | Transit Enhancements                   | Varies    | \$80,000           | \$84,000           | \$88,200           | \$92,610           | \$344,810          |
|                                  | (1) 35 Ft Low Floor Bus                | \$470,000 | \$470,000          | \$493,500          | \$518,175          | \$544,084          | \$2,025,759        |
|                                  |  |           |                    |                    |                    |                    |                    |
|                                  | <b>Total Capital Cost</b>              |           | <b>\$1,761,410</b> | <b>\$1,849,481</b> | <b>\$1,941,955</b> | <b>\$2,445,339</b> | <b>\$7,998,184</b> |
|                                  | Federal Cost (80%)                     |           | \$1,409,128        | \$1,479,584        | \$1,553,564        | \$1,956,271        | \$6,398,547        |
|                                  | State Cost (10%)                       |           | \$176,141          | \$184,948          | \$194,195          | \$244,534          | \$799,818          |
|                                  | Local Cost (10%)                       |           | \$176,141          | \$184,948          | \$194,195          | \$244,534          | \$799,818          |
|                                  |  |           | <b>\$1,761,410</b> | <b>\$1,849,481</b> | <b>\$1,941,955</b> | <b>\$2,445,339</b> | <b>\$7,998,184</b> |

| FUNDING                          | TRANSIT PLANNING                     | FY18               | FY19               | FY20               | FY21               | TOTAL              |
|----------------------------------|--------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Title 49 U.S. C.<br>Section 5307 | <b>P.I. Number</b>                   | <b>T005585</b>     |                    |                    |                    |                    |
|                                  | <b>Total Planning Cost</b>           | \$240,833          | \$252,875          | \$265,518          | \$278,794          | \$1,038,020        |
|                                  | Federal Cost (80%)                   | \$192,666          | \$202,300          | \$212,415          | \$223,035          | \$830,416          |
|                                  | State Cost (10%)                     | \$24,083           | \$25,287           | \$26,552           | \$27,879           | \$103,802          |
|                                  | Local Cost (10%)                     | \$24,083           | \$25,287           | \$26,552           | \$27,879           | \$103,802          |
|                                  | <b>Total Planning Cost</b>           | <b>\$240,833</b>   | <b>\$252,875</b>   | <b>\$265,518</b>   | <b>\$278,794</b>   | <b>\$1,038,020</b> |
|                                  |                                      |                    |                    |                    |                    |                    |
|                                  | <b>TOTAL CAPITAL / PLANNING COST</b> | <b>\$2,002,243</b> | <b>\$2,102,355</b> | <b>\$2,207,473</b> | <b>\$2,724,133</b> | <b>\$9,036,204</b> |
|                                  | FEDERAL COST (80%)                   | \$1,601,794        | \$1,681,884        | \$1,765,978        | \$2,179,306        | \$7,228,963        |
|                                  | STATE COST (10%)                     | \$200,224          | \$210,236          | \$220,747          | \$272,413          | \$903,620          |
|                                  | LOCAL COST (10%)                     | \$200,224          | \$210,236          | \$220,747          | \$272,413          | \$903,620          |

**OPERATING SCHEDULE FOR PUBLIC TRANSIT**

| FUNDING                          | OPERATING COSTS             | FY18               | FY19               | FY20               | FY21               | TOTAL               |
|----------------------------------|-----------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Title 49 U.S. C.<br>Section 5307 | <b>P.I. Number</b>          | <b>T005586</b>     |                    |                    |                    |                     |
|                                  |                             |                    |                    |                    |                    |                     |
|                                  | <b>TOTAL OPERATING COST</b> | <b>\$3,213,557</b> | <b>\$3,374,235</b> | <b>\$3,542,947</b> | <b>\$3,720,094</b> | <b>\$13,850,832</b> |
|                                  | FEDERAL COST                |                    |                    |                    |                    |                     |
|                                  | LOCAL COST                  | \$3,213,557        | \$3,374,235        | \$3,542,947        | \$3,720,094        | \$13,850,832        |

COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM  
COLUMBUS TRANSIT - METRA  
CAPITAL PURCHASES  
**5307**

| Item                                   | JUSTIFICATION FOR FY12 SECTION 5307 CAPITAL PURCHASES   | Federal            | State            | Local            | FY 18 Cost         |
|--|---|--------------------|------------------|------------------|--------------------|
| Preventive Maintenance                 | All transit items allowed under the Federal Transit Administration definition of preventive maintenance for TMA's who provide public transportation.                                | \$629,402          | \$78,675         | \$78,675         | \$786,752          |
| Tire Leasing (Tires, Tubes, Materials) | Tire leasing was determined in FY01 to be the least expensive way to replace worn out tires on revenue vehicles. METRA has leased tires, tubes, and tire materials since this date. | \$40,000           | \$5,000          | \$5,000          | \$50,000           |
| Engine Rebuild Program                 | METRA coaches and minibuses are equipped with several sizes of engines. Engines are rebuilt and installed in fixed route and DAR buses as needed.                                   | \$40,000           | \$5,000          | \$5,000          | \$50,000           |
| Transmission Rebuild Program           | METRA replaces transmissions with rebuilt transmissions on fixed route and DAR buses as needed.   | \$40,000           | \$5,000          | \$5,000          | \$50,000           |
| Paratransit Operations Staff           | Salaries and benefits for DAR (ADA) staff   | \$53,206           | \$6,651          | \$6,651          | \$66,508           |
| Replacement DAR Buses                  | (1) 35 Ft Low Floor Bus   | \$376,000          | \$47,000         | \$47,000         | \$470,000          |
| Transit Training                       | Training on regulations, equipment/repairs, and other FTA/GDOT requirements   | \$24,000           | \$3,000          | \$3,000          | \$30,000           |
| Operational Equipment                  | Replace and purchase operations equipment beyond useful life  | \$142,520          | \$17,815         | \$17,815         | \$178,150          |
| Transit Enhancements                   | Replace and purchase facilities equipment beyond useful life  | \$64,000           | \$8,000          | \$8,000          | \$80,000           |
|  |   |                    |                  |                  |                    |
|  | <b>TOTALS 5307</b>  | <b>\$1,409,128</b> | <b>\$176,141</b> | <b>\$176,141</b> | <b>\$1,761,410</b> |

**DEPARTMENT OF TRANSPORTATION / METRA  
BUS REPLACEMENT SCHEDULE FY18**

| BUS MODEL  | Annual Element | YR1  | YR2  | YR3  | YR4  | YR5  | YR6  | YR7  | YR8  | YR9  | YR10 | YR11 | YR12 |
|--|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
|  | FY17           | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 |
| NEW VEHICLES                                       | 5              | 2    | 2    | 2    | 6    | 6    | 3    | 5    | 0    | 6    | 5    | 4    | 4    |
| TOTAL VEHICLE                                      | 43             | 43   | 43   | 43   | 43   | 43   | 43   | 43   | 43   | 43   | 43   | 43   | 43   |
| PEAK USAGE   | 24             | 24   | 24   | 24   | 24   | 24   | 24   | 24   | 24   | 24   | 24   | 24   | 24   |
| CONTINGENCY  | 9              | 9    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 9    |
| SPARE  | 11             | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   | 11   |
| SPARE RATIO  | 46%            | 46%  | 46%  | 46%  | 46%  | 46%  | 46%  | 46%  | 46%  | 46%  | 46%  | 46%  | 46%  |
| VEHICLES RETIRED                                   | 5              | 2    | 2    | 2    | 6    | 6    | 3    | 5    | 0    | 6    | 5    | 4    | 4    |
| BUS MODEL  | Annual Element | YR1  | YR2  | YR3  | YR4  | YR5  | YR6  | YR7  | YR8  | YR9  | YR10 | YR11 | YR12 |
|  | FY17           | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 |
| NEW VEHICLES                                       | 5              | 1    | 2    | 0    | 4    | 4    | 3    | 3    | 0    | 4    | 3    | 2    | 2    |
| 2002 Chance Trolley                                | 1              | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |
| 2003 LF New Flyer                                  | 3              | 1    |      |      |      |      |      |      |      |      |      |      |      |
| 2005 LF Orion 30'                                  | 2              | 2    | 1    | 1    |      |      |      |      |      |      |      |      |      |
| 2005 Optima Trolley 30'                            | 1              | 1    | 1    | 1    |      |      |      |      |      |      |      |      |      |
| 2008 LF Gillig                                     | 3              | 3    | 3    | 3    | 1    |      |      |      |      |      |      |      |      |
| 2009 LF Gillig                                     | 3              | 3    | 3    | 3    | 3    | 1    |      |      |      |      |      |      |      |
| 2010 LF Gillig Trolley                             | 4              | 4    | 4    | 4    | 4    | 3    | 1    |      |      |      |      |      |      |
| 2011 LF Gillig                                     | 4              | 4    | 4    | 4    | 4    | 4    | 4    | 2    | 2    | 1    |      |      |      |
| 2012 Orion   | 4              | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 1    |      |      |      |
| Hybrid Electric (4) TSPLOST<br>Hybrid Electric (1) | 5              | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 4    | 4    |
| 30 LF Trolley                                      | 1              | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |
| 2018   |                | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1    |
| 2019   |                |      | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1    |
| 2021   |                |      |      |      | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    |
| 2022   |                |      |      |      |      | 4    | 4    | 4    | 4    | 4    | 4    | 4    | 4    |
| 2023   |                |      |      |      |      |      | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| 2024   |                |      |      |      |      |      |      | 3    | 3    | 3    | 3    | 3    | 3    |
| 2026   |                |      |      |      |      |      |      |      |      | 4    | 4    | 4    | 4    |
| 2027   |                |      |      |      |      |      |      |      |      |      | 3    | 3    | 3    |
| 2028   |                |      |      |      |      |      |      |      |      |      |      | 2    | 2    |
| 2029   |                |      |      |      |      |      |      |      |      |      |      |      |      |
| TOTAL VEHICLES                                     | 31             | 31   | 31   | 31   | 31   | 31   | 31   | 31   | 31   | 31   | 31   | 31   | 31   |
| PEAK USAGE   | 16             | 16   | 16   | 16   | 16   | 16   | 16   | 16   | 16   | 16   | 16   | 16   | 16   |
| CONTINGENCY  | 9              | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    |
| SPARE  | 6              | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    | 6    |
| SPARE RATIO  | 38%            | 38%  | 38%  | 38%  | 38%  | 38%  | 38%  | 38%  | 38%  | 38%  | 38%  | 38%  | 38%  |
| VEHICLES RETIRED                                   | 5              | 1    | 2    | 0    | 4    | 4    | 3    | 3    | 0    | 4    | 3    | 2    | 2    |
| BUS MODEL  | Annual Element | YR1  | YR2  | YR3  | YR4  | YR5  | YR6  | YR7  | YR8  | YR9  | YR10 | YR11 | YR12 |
|  | FY17           | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY29 |
| NEW VEHICLES                                       | 0              | 1    | 0    | 2    | 2    | 2    | 0    | 2    | 0    | 2    | 2    | 2    | 2    |
| 2017 International                                 | 1              |      |      |      |      |      |      |      |      |      |      |      |      |
| 2008 Goshen  | 3              | 2    | 2    | 1    |      |      |      |      |      |      |      |      |      |
| 2012 Goshen  | 2              | 2    | 2    | 2    | 1    |      |      |      |      |      |      |      |      |
| 2014 Goshen  | 2              | 2    | 2    | 2    | 2    | 1    | 1    |      |      |      |      |      |      |
| 2015 LF Champion                                   | 3              | 3    | 3    | 3    | 3    | 3    | 3    | 2    | 2    |      |      |      |      |
| 2016 (TSPLOST)                                     | 2              | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 1    |      |      |
| 2018   |                | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |      |
| 2020   |                |      |      | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1    | 1    |
| 2021   |                |      |      |      | 1    | 2    | 2    | 2    | 2    | 2    | 2    | 1    | 1    |
| 2022   |                |      |      |      |      | 1    | 1    | 1    | 2    | 2    | 2    | 2    | 1    |
| 2024   |                |      |      |      |      |      |      | 2    | 2    | 2    | 2    | 2    | 2    |
| 2026   |                |      |      |      |      |      |      |      |      | 1    | 2    | 2    | 2    |
| 2027   |                |      |      |      |      |      |      |      |      |      | 1    | 1    | 1    |
| 2028   |                |      |      |      |      |      |      |      |      |      |      | 2    | 2    |
| 2029   |                |      |      |      |      |      |      |      |      |      |      |      | 2    |
| TOTAL VEHICLE                                      | 13             | 12   | 12   | 12   | 12   | 12   | 12   | 12   | 12   | 12   | 12   | 12   | 12   |
| PEAK USAGE   | 8              | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    | 8    |
| SPARE  | 5              | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    | 5    |
| SPARE RATIO  | 63%            | 63%  | 63%  | 63%  | 63%  | 63%  | 63%  | 63%  | 63%  | 63%  | 63%  | 63%  | 63%  |
| VEHICLES RETIRED                                   | 0              | 1    | 0    | 2    | 2    | 2    | 0    | 2    | 0    | 2    | 2    | 2    | 2    |



**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM  
5303**

**PUBLIC TRANSPORTATION - MUSCOGEE COUNTY**

| PLANNING SCHEDULE                             |                  |                     |           |           |           |           |
|---|------------------|---------------------|-----------|-----------|-----------|-----------|
| FUNDING                                       | JUSTIFICATION    | FY18                | FY19      | FY20      | FY21      | TOTAL     |
| P.I. Number                                   |                  | T005133             |           |           |           |           |
| GDOT Amount Requested                         |                  | \$119,898           | \$119,898 | \$119,898 | \$119,898 | \$479,592 |
| Title 49 U.S.C.<br>Section 5303               | PROJECT COST     | \$119,898           | \$119,898 | \$119,898 | \$119,898 | \$479,592 |
| (Federal Funds pass through<br>GDOT to METRA) | FEDERAL COST 80% | \$95,918            | \$95,918  | \$95,918  | \$95,918  | \$383,674 |
|   | STATE COST 10%   | \$11,990            | \$11,990  | \$11,990  | \$11,990  | \$47,959  |
|   | LOCAL COST 10%   | \$11,990            | \$11,990  | \$11,990  | \$11,990  | \$47,959  |
|   | DOT DISTRICT#: 3 | CONG. DIST: 2 and 3 |           |           |           |           |

**TRANSIT**

**ALABAMA PORTION**

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM**

**FUNDING SUMMARY - ALABAMA PORTION**

| <b>FUNDING SOURCE</b>              | <b>TIP</b>       |                  |                  |                  |
|------------------------------------|------------------|------------------|------------------|------------------|
|                                    | <b>FY 18</b>     | <b>FY 19</b>     | <b>FY 20</b>     | <b>FY 21</b>     |
| <b>FEDERAL</b>                     |                  |                  |                  |                  |
| Capital                            |                  |                  |                  |                  |
| Title 49 U.S.C. Section 5307       | \$167,864        | \$176,257        | \$185,070        | \$194,323        |
| Operating                          |                  |                  |                  |                  |
| Title 49 U.S.C. Section 5307       | \$419,498        | \$440,472        | \$462,497        | \$485,622        |
| <b>FEDERAL SUBTOTAL</b>            | <b>\$587,362</b> | <b>\$616,729</b> | <b>\$647,567</b> | <b>\$679,945</b> |
| <b>LOCAL</b>                       |                  |                  |                  |                  |
| Capital                            |                  |                  |                  |                  |
| Title 49 U.S.C. Section 5307 Match | \$33,573         | \$35,251         | \$37,014         | \$38,865         |
| Operating                          |                  |                  |                  |                  |
| Title 49 U.S.C. Section 5307 Match | \$209,749        | \$220,236        | \$231,249        | \$242,811        |
| <b>LOCAL SUBTOTAL</b>              | <b>\$243,322</b> | <b>\$255,487</b> | <b>\$268,263</b> | <b>\$281,676</b> |
| <b>GRAND TOTAL</b>                 | <b>\$831,684</b> | <b>\$872,216</b> | <b>\$915,830</b> | <b>\$961,621</b> |

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM  
PHENIX CITY - PEX**

| TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE         |  |           |           |           |           |           |             |
|---|--|-----------|-----------|-----------|-----------|-----------|-------------|
| FUNDING   |  |           | FY18      | FY19      | FY20      | FY21      | TOTAL       |
| Title 49<br>U.S.C.<br>Section<br>5307                 | TOTAL PROGRAM COST                     |           | \$587,362 | \$616,730 | \$647,567 | \$679,945 | \$2,531,604 |
|   | FEDERAL COST                           |           | \$323,065 | \$339,218 | \$356,179 | \$373,988 | \$368,000   |
|   | LOCAL COST                             |           | \$249,287 | \$286,616 | \$313,717 | \$343,629 | \$1,193,249 |
| CAPITAL / PLANNING SCHEDULE FOR PUBLIC TRANSPORTATION |  |           |           |           |           |           |             |
| FUNDING   | APITAL ITEM/DESCRIPTION                | UNIT COST | FY18      | FY19      | FY20      | FY21      | TOTAL       |
| Title 49<br>U.S.C.<br>Section<br>5307                 | Bus Replacement                        | Varies    | \$0       | \$65,000  | \$67,000  | \$70,000  | \$202,000   |
|   | Preverative Maintenance                | Varies    | \$134,291 | \$141,005 | \$148,056 | \$155,459 | \$578,408   |
|   |  |           |           |           |           |           |             |
|   | Subtotal                               |           | \$134,291 | \$206,005 | \$215,056 | \$225,459 | \$778,811   |
|   | TOTAL CAPITAL COST                     |           | \$167,864 | \$176,257 | \$185,070 | \$194,323 | \$723,514   |
|   | FEDERAL COST (80% or Full FTA          |           | \$134,291 | \$141,005 | \$148,056 | \$155,458 | \$578,810   |
|   | LOCAL COST (20% or the Balance)        |           | \$33,573  | \$35,252  | \$37,014  | \$38,865  |             |
| TOTAL OPERATING / CAPITAL / PLANNING SCHEDULE         |  |           |           |           |           |           |             |
| FUNDING   |  |           | FY18      | FY19      | FY20      | FY21      | TOTAL       |
| Title 49<br>U.S.C.<br>Section<br>5309                 | TOTAL PROGRAM COST                     |           |           |           |           |           |             |
|   | FEDERAL COST                           |           |           |           |           |           |             |
|   | LOCAL COST                             |           |           |           |           |           |             |
|   |  |           |           |           |           |           |             |
| FUNDING   | APITAL ITEM/DESCRIPTION                | UNIT COST | FY18      | FY19      | FY20      | FY21      | TOTAL       |
| Title 49<br>U.S.C.<br>Section<br>5309                 |  |           |           |           |           |           |             |
|   |  |           |           |           |           |           |             |
|   | Subtotal                               |           |           |           |           |           |             |
|   | TOTAL CAPITAL COST                     |           |           |           |           |           |             |
|   | FEDERAL COST (80% or Full FTA funding) |           |           |           |           |           |             |
|   | LOCAL COST (20% or the Balance)        |           |           |           |           |           |             |
| OPERATING SCHEDULE FOR PUBLIC TRANSIT                 |  |           |           |           |           |           |             |
| FUNDING   | OPERATING COST                         |           | FY18      | FY19      | FY20      | FY21      | TOTAL       |
| Title 49<br>U.S.C.<br>Section<br>5307                 | Annual Operating Cost                  |           | \$419,498 | \$440,472 | \$462,497 | \$485,621 | \$1,808,088 |
|   | TOTAL OPERATING COST                   |           | \$419,498 | \$440,473 | \$462,497 | \$485,622 | \$1,808,088 |
|   | FEDERAL COST (50%)                     |           | \$209,749 | \$220,237 | \$231,249 | \$242,811 | \$904,044   |
|   | LOCAL COST (50%)                       |           | \$209,749 | \$220,236 | \$231,248 | \$242,811 | \$904,044   |

**PHENIX CITY - PEX**  
**FY 18 CAPITAL PURCHASE**

| <b>Capital Item</b>          | <b>Justification</b> | <b>FY18 Cost</b> | <b>Federal</b> | <b>State</b> | <b>Local</b> |
|------------------------------|----------------------|------------------|----------------|--------------|--------------|
|                              |                      |                  | \$0            | \$0          | \$0          |
|                              |                      |                  |                |              |              |
| Sub Total                    |                      | \$0              | \$0            | \$0          | \$0          |
| Contract Contingencies (5%)  |                      | \$0              | \$0            | \$0          | \$0          |
| Contract Administration (2%) |                      | \$0              | \$0            | \$0          | \$0          |
| <b>Total</b>                 |                      | <b>\$0</b>       | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>   |

**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
TRANSPORTATION IMPROVEMENT PROGRAM**

**PHENIX CITY - PEX**

| BUS MODEL       | CURRENT<br>FLEET<br>FY14 | 12 YEAR BUS REPLACEMENT SCHEDULE |      |      |      |      |      |      |      |      |      |      |      |
|-----------------|--------------------------|----------------------------------|------|------|------|------|------|------|------|------|------|------|------|
|                 |                          | FY15                             | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 | FY25 | FY26 |
| 1995            | 1                        |                                  |      |      |      |      |      |      |      |      |      |      |      |
| 1997            | 1                        | 1                                |      |      |      |      |      |      |      |      |      |      |      |
| 1998            | 3                        | 3                                | 3    | 2    | 1    |      |      |      |      |      |      |      |      |
| 2003            | 2                        | 2                                | 2    | 2    | 2    | 2    | 2    | 1    |      |      |      |      |      |
| 2004            |                          | 1                                | 1    | 1    | 1    | 1    | 1    | 1    | 1    |      |      |      |      |
| 2005            |                          |                                  |      | 1    | 1    | 1    | 1    | 1    | 1    | 1    |      |      |      |
| 2006            |                          |                                  |      |      | 1    | 1    | 1    | 1    | 1    | 1    | 1    |      |      |
| 2007            |                          |                                  |      |      | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |
| 2008            |                          |                                  |      |      |      | 1    | 1    | 1    | 1    | 1    | 1    | 1    | 1    |
| 2010            |                          |                                  |      |      |      |      |      | 1    | 1    | 1    | 1    | 1    | 1    |
| 2011            |                          |                                  |      |      |      |      |      |      | 2    | 2    | 2    | 2    | 2    |
| 2012            |                          |                                  |      |      |      |      |      |      |      | 1    | 1    | 1    | 1    |
| 2013            |                          |                                  |      |      |      |      |      |      |      |      | 2    | 2    | 2    |
| 2014            |                          |                                  |      |      |      |      |      |      |      |      |      | 1    | 1    |
| 2015            |                          |                                  |      |      |      |      |      |      |      |      |      |      |      |
| TOTAL VEHICLE   | 7                        | 7                                | 6    | 6    | 7    | 7    | 7    | 7    | 8    | 8    | 9    | 9    | 9    |
| PEAK USAGE      | 4                        | 4                                | 4    | 4    | 5    | 5    | 5    | 5    | 6    | 6    | 6    | 6    | 6    |
| SPARES          | 3                        | 3                                | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| SPARE RATIO     | 75%                      | 75%                              | 50%  | 50%  | 40%  | 40%  | 40%  | 40%  | 33%  | 33%  | 33%  | 33%  | 33%  |
| VEHICLE RETIRED |                          | 1                                | 1    | 1    | 1    | 1    | 0    | 1    | 1    | 1    | 1    | 1    | 0    |



## Comments